

AMERICAN RAILROAD JOURNAL,

AND

IRON MANUFACTURER'S AND MINING GAZETTE.

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PUBLISHED AT 105 CHESTNUT ST. PHILADELPHIA.

Saturday, April 22, 1848.

Vermont Central Railroad.

We learn from the Woodstock Herald that the Vermont Central railroad will be ready for the cars, and will be placed in operation, as far as Bethel, early in May; and it is confidently expected that the cars will reach Gov. Paine's noble depot in Northfield, by the 4th of July.

FAIRBANKS' RAILROAD SCALES.

THE Subscribers are prepared to construct at short notice, Railroad and Depot Scales, of any desired length and capacity. Their long experience as manufacturers—their improvements in the construction of the various modifications, having reference to strength, durability, retention of adjustment, accuracy of weight and despatch in weighing—and the long and severe tests to which their scales have been subjected—combine to ensure for these scales the universal confidence of the public.

No other scales are so extensively used upon Railroads, either in the United States or Great Britain; and the manufacturers refer with confidence to the following in the United States.

Eastern Railroad, Boston and Maine R. R.,
Providence Railroad, Providence & Wor. R.R.,
Western Railroad, Concord R. R.,
Old Colony Railroad, Fitchburg R. R.,
Schenectady Railroad, Syracuse and Utica R. R.,
Baltimore & Ohio Road, Baltimore & Susq. R. R.,
Phila. & Reading Road, Schuylkill Valley R. R.,
Central (Ga.) Railroad, Macon and Western R.R.,
New York and Erie Railroad;
and other principal Railroads in the Western, Middle and Southern States.

E. & F. FAIRBANKS & CO.

St. Johnsbury, Vt.

Agents { FAIRBANKS & Co., 81 Water st. N. York.

A. B. NORRIS, 196 Market st., Philad.

April 22, 1848.

PENNSYLVANIA RAILROAD COMPANY.

Notice to Contractors. Proposals will be received until Wednesday, the 17th day of May, at 10 o'clock A.M. at the Borough of Huntingdon, for the Grading and Masonry upon about 36 miles of the Pennsylvania Railroad, between Lewistown and Huntingdon, and also for the heavy work along the Little Juniata.

Plans and specifications of the work can be seen at the above named place for five days previous to the time appointed for receiving the bids.

Any further information can be had upon application to Wm. B. Foster, Jr., Esq., Associate Engineer, at Lewistown. S. V. MERRICK, Pres't.
April 20, 1848. 417

Land Damages.

The Railway Times gives the following summary of the results of seven appeals to the verdicts of juries in Lincolnshire. The total amount claimed by the seven land owners was £27,290, the sum offered by the Great Northern was £12,076, and the amount awarded by the verdict of the juries was £11,850—being £226 less than the sums offered by the company, and not amounting to 45 per cent. upon the sums claimed.

Nashville and Chattanooga Railroad.

We learn with much pleasure that the surveys for this road are to be commenced immediately, and prosecuted with spirit. Mr. C. F. M. Garnett has been appointed chief engineer, and is to be assisted by Mr. J. H. Grant, and others, from the railroads in Georgia, who will push on the work, we trust, to an early completion.

Michigan Southern Railroad.

We are pleased to learn that this road is to be extended. We learn from Mr. J. R. Grout, that he has completed the survey 85 miles beyond Hillsdale, its present terminus, and that it will be put under contract as soon as it can be prepared. We shall look with interest for the commencement of work upon this extension.

The Gauges.

We are informed, says Herapath, that, from an investigation which has recently been made by some of the military authorities, in regard to the relative strength of railways on different gauges, it appears that out of 3,400 miles of railways now opened, 300 miles only are upon the broad, or exceptional gauge of seven feet, or one-eleventh of the whole length of railways opened; while the remaining 3,100 miles, being ten-elevenths of the whole are on the national gauge of 4 feet 8½ inches.

Riding in Cars.

A gentleman lately suggested, that it was much more healthful to take the forward part of the car, when there is a fire in it, and many breathe, as, by the current created by the motion of the car, all the carbonic acid is speedily conveyed to the back end or the car. The Scientific American thinks there is considerable in the suggestion, as any one will perceive, who will take the trouble to pass from one end of a heated car to the other. There is a manifest difference in the atmosphere.

Central Railroad.

The Savannah Georgian contains the following comparative statistics of the earnings of this road for four months, beginning with the 1st of December, and ending with the 31st of March:

1847, December.....	\$37,415 70
1848, January.....	52,295 94
" February.....	57,799 71
" March.....	51,435 07

198,946 43
Number of bales of cotton in the 4 mos. 79,079

For same period last year:

1846, December.....	\$53,624 18
1847, January.....	48,596 51
" February.....	44,601 59
" March.....	35,275 83

182,298 11
Number of bales of cotton in the 4 mos. 65,549

Charleston Railroad.

The Hamburg Republican contains the following comparative statement of the produce transported over this road during the month of March, 1847 and 1848:

	1847.	1848.
Bales cotton.....	13,229	6,695
Bushels grain.....	8,290	68,565
Barrels flour.....	1,366	246
Bales domestics.....	240	248
Barrels and boxes eggs.....	75	000
Bags feathers.....	151	000
Bundles paper.....	73	000
Bundles leather.....	18	000
Head beef cattle.....	38	000
Bloom iron, lbs.....	12,000	000
Brick for building.....	24,000	000

Saratoga and Whitehall Road.

A correspondent of the Express says that the laying of the iron rail on this road was commenced on Monday, April 10th, and the directors have made contracts for four locomotives, to be delivered June 1—15, July 1—15, respectively.

Anthracite Furnaces.

The average yield of the anthracite furnaces which use the rich ore of New Jersey, is as follows:

Stack 10 feet bosh	93 tons per week,
" 13 "	126 "
" 18 "	150 "

From this it would seem that a furnace of twelve feet bosh yields in proportion to its size fifteen tons more per week than one of ten feet bosh; while the furnace of eighteen feet by the same rule, yields seventeen tons per week less than the ten feet. If the quantity of fuel and attention is expensive in the same proportion as the increase of the size of the furnace, it would appear that a stack of about fifteen feet bosh would be the most profitable. We should be pleased to receive communications upon this subject, and any other relating to the iron and coal trade of Pennsylvania.

Androscoggin and Kennebec Railroad.

The prospects of this enterprise, in connection with the Atlantic and St. Lawrence railroad are very promising. We are informed that a committee of the directors, Messrs. Taylor, Ware and Goodenow, have been negotiating a loan of two hundred thousand dollars, for the purchase of rails to lay the superstructure of the road from the junction, at Danville, to Winthrop. The portion assigned to Portland was one-half of the sum. We learn that one hundred and fourteen thousand dollars have already been taken there, and the balance could be obtained if desired; but it has been apportioned to other places which have agreed to take it, and is no longer in the market. One condition of the loan is, that the sum is to be invested in rails for the road, to be laid down by the company for the uses of the road, but to remain the property of the subscribers to the loan, until principal and interest are refunded. This insures the construction of the road, and the putting it in operation as far as Winthrop within one year from the present time.

New Albany and Salem Railroad.

The New Albany (Indiana) Bulletin, of 4th inst., says: "We have the pleasure of communicating to our readers the gratifying intelligence that there no longer exists any doubt as to the immediate commencement and speedy completion of the railroad between this city and Salem. We learn from Jas. Brooks, Esq., the president, who has just returned from Cincinnati, that the whole work has been put under contract, and that it is to be finished in twenty months from the present time. Messrs. Barney, Hanks & Co., of Cincinnati, have undertaken its construction, except the laying of iron rails; and they are to have it completed in the time specified above. We learn that the arrangement is a most favorable one for the company. The contractors have taken our city bonds, and also taken stock to the amount of one-fifth of their charges for construction. The work will be immediately commenced, and will progress with the utmost energy.

"We feel disposed to congratulate the people of New Albany and Salem, upon the accomplishment of so desirable an object. Too much praise cannot be awarded to the indefatigable president, Mr. Brooks, for the interest he has taken, from first to last, in this great enterprise. He has effected much—his constant care and attention has been so directed from its first conception, as to have thus resulted in the permanent and certain prospect of the construction of a great work which must inevitably result in the building up, at New Albany, one of the first commercial and manufacturing cities in the valley of the Mississippi."

Baltimore and its Railroads.

A ramble through, and about the outskirts of, this enterprising and beautiful city, the past week, gives us a better idea of its advantages, and rapid growth, than we have heretofore entertained. To justly appreciate its beautiful position, and rapid growth, and increasing business, it is necessary to spend days in rambling through its streets—not unfrequently obstructed by boxes and bales of goods, turned out ready to be sent to the railroad depots, where, on their arrival, there is sometimes great difficulty in getting near enough to unload, for the crowd of carts and drays—and also through the suburbs of the city, where, in almost every direction, will be found numerous new streets laid out and paved, and new buildings in course of erection.

The undulating surface of the ground, and the apparent attention given to the cleanliness of the streets, together with the good taste displayed in the buildings, render Baltimore a desirable residence; and her natural advantages as a seaport, together with her railroads—now sure to be extended, so as to reach the Ohio river, one at Wheeling, and the other, by means of the Pennsylvania Central road, at Pittsburgh—will surely make Baltimore, at no distant day, a place of immense business and wealth.

Had Baltimore delayed the commencement of her railroads a few years—as did Boston—until the subject was better understood—until others had made the necessary experiments—until the subject of locomotion had been fairly tried—it is probable that, with the same outlay already incurred, her noble works would now be much nearer completion than they are. Yet, great as have been her losses from being a pioneer in the cause, and discouraging as have been the delays in the extension of her great work, she may now look with confidence to its early resumption; its steady and rapid progress until it reaches the Ohio; and its vivifying influences upon her permanent prosperity.

A resident of New York, and even of Philadelphia, can now hardly appreciate the advantages of Baltimore as a place of business; but the time will come when Baltimore will be better known, and more justly appreciated, than at present.

We cannot, however, close this brief notice of Baltimore, without giving utterance to the opinion, that her councils, and of course her citizens, are not liberal—not even just—in their requirements of the railroad companies to use horse power to so great an extent as they do. The additional expense incurred by use of horse power cannot be less than forty to fifty thousand dollars a year to the three railroad companies in Baltimore. This might be tolerated, if any considerable good was thereby secured to the citizens—which we do not believe—and therefore we would urge upon the councils the adoption of measures which will allow the use—under proper restrictions—of locomotive power, as far as it may be safely done.

We perceive that the Baltimore and Ohio company have commenced work upon their branch road for the purpose of delivering coal, and heavy freights, on shipboard, without hauling their cars through the city by horse power. This branch diverges from the main road, about a mile south of the Mt. Clare, or outer, depot; and will, we presume, be carried up on a grade which will enable them to discharge coal in the cheapest manner.

It is understood that portions of the work beyond Cumberland, or in extension, will be put under contract at an early period—and we trust it will be so—and that then there will be no further interruption to the work until it is completed.

Railroad Matters.

There were transported over the Philadelphia and Reading railroad, during March last, 188,898 tons of coal—being the largest amount ever transported in the same time since the opening of that road; and as compared with the same month of 1847, shows an increase of 111,104 tons—the total for that month being but 77,794 tons. The largest amount of coal carried in any one month last year, was 150,061 tons, brought down during the month of August.

A large and highly respectable meeting of the citizens of Charleston, with the mayor in the chair, resolved unanimously in favor of pledging the credit of that city to the amount of five hundred thousand dollars, to aid in the construction of the road from Chattanooga to Nashville. This subscription to the stock of the company, it is said, will ensure the completion of the work.

The Coosa River Journal informs us that the branch road from Kingston to Rome will be opened to a point within about seven miles of Rome by the 1st of June, and the entire work will be finished in the course of the coming summer.

The Milledgeville Recorder mentions the fact that at a recent meeting of the board of directors of the Milledgeville and Gordon railroad company, it was unanimously determined to put the road under contract, at an early day. The prospect is that it will be commenced in about a month.

It has been calculated that Massachusetts had expended, at the end of 1817, very nearly forty millions of dollars in the construction of railroads in her borders. These are not yet all finished, but we are informed that three-fifths of them paid in eight per cent. dividend last year.

The election of a new board of directors for the New York and Harlem railroad company takes place in a few weeks, and as material changes are said to be contemplated, it becomes necessary for the party favoring such changes to hold a majority of the stock. This accounts, says the New York Pathfinder, for the increased activity of that stock, and the large investments that have been made by some few individuals.

The earnings of the Long Island railroad for the month of March, show a gain of 15 per cent. over the same month of last year, and although the freight business is smaller, much more has been done in the passenger travel.

The receipts of the New York and Erie road for March were \$23,160—being an increase of \$3,034 over those of the same month of last year.

The Chicago Journal says that the contracts for the grading and bridging of the first 39 miles of the Chicago and Galena Union railroad are already made, and adds, "we should not be greatly surprised if we found ourselves riding out ten or fifteen miles towards Galena on this track about the 4th of next July."

The general railroad bill which was passed by the legislature of New York, authorizes the formation of companies, and the construction of railroads in any portion of the State where land can be purchased for the purpose. The land to be valued by referees, and in all cases those referees to be appointed by the town or city authorities through which the road may pass.

The Albany and Cohoes railroad bill has been passed, and the company have obtained power to continue their road as far as Waterford.

A railroad is to be constructed between the towns of Lawrence and Manchester, in New Hampshire.

The Massachusetts legislature have granted a charter for a railroad between Salem and Lowell.

MASSACHUSETTS ANNUAL RAILROAD REPORTS.

Return of the Boston and Lowell Railroad under the Act of April 16th, 1846.

Capital stock.....	\$1,800,000 00
Increase of capital stock since last report.....	
Capital paid in per last report.....	1,800,000 00
Capital paid in since last report.....	
Total amount of capital stock paid in.....	1,800,000 00
Funded debt per last report.....	
Funded debt paid since last report.....	
Funded debt, increase of, since last report.....	
Total present amount of funded debt.....	
Floating debt, per last report, [including unpaid dividends].....	100,750 00
Floating debt paid since last report.....	
Floating debt, increase of, since last report.....	40 00
Total present amount of floating debt.....	100,750 00
Total present amount of funded and floating debt.....	
Average rate of interest per annum on do.....	5 1/2 per cent.
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report.....	557,707 83
For graduation and masonry paid during the year.....	
Total amount expended for graduation and masonry.....	557,707 82
For bridges, per last report.....	95,428 79
For bridges, paid during the past year.....	
Total amount expended for bridges.....	95,428 79
For superstructure including iron, per last report.....	683,619 70
For superstructure, including iron, paid during the past year.....	
Total amount expended for superstructure, including iron.....	683,619 70
For stations, buildings and fixtures, as per last report.....	307,594 46
For stations, buildings and fixtures, paid during the past year.....	16,214 86
Total amount expended for stations, buildings and fixtures.....	323,809 32
For land, land damages and fences, per last report.....	84,083 79
For land, land damages and fences, paid during the past year.....	48 83
Total amount expended for land, land damages and fences.....	84,132 62
For locomotives, per last report.....	62,403 68
For locomotives, paid during the past year.....	
Total amount expended for locomotives.....	62,403 68
For passenger and baggage cars, per last report.....	23,663 13
For passenger and baggage cars, paid during the year.....	
Total amount expended for passenger and baggage cars.....	23,663 13
For merchandise cars, per last report.....	41,171 62
For merchandise cars paid during the past year.....	
Total amount expended for merchandise cars.....	41,171 62
For engineering and other expenses, per last report.....	84,745 01
For engineering, and other expenses, paid during the past year.....	37 50
Total amount expended for engineering and other expenses.....	84,782 51
Total cost of road and equipment.....	1,956,719 10
CHARACTERISTICS OF ROAD.	
Length of road.....	25 1/2 miles and 59 71 feet.
Length of single track.....	None.
Length of double track.....	25 1/2 miles and 59 71 feet.
Length of branches owned by the company, stating whether they have a single or double track.....	Single track.
Weight of rail per yard in main road.....	56 lbs. per yard.
Weight of rail per yard in branch roads.....	56 lbs. per yard.
Maximum grade, with its length in main road, [except about 1500 feet, of 30 feet per mile grade, rising from the depot in Lowell].....	10 feet per mile for 6 2/3 miles.
Maximum grade, with its length in branch roads.....	54 ft. per mile for 5000 ft.
Total rise and fall in main road.....	189 93 feet.
Total rise and fall in branch roads.....	73 54 feet.
Shortest radius of curvature, with length of curve in main road, [except about 900 feet of 1200 radius, at the depot in Lowell].....	2800 ft. radius, 169 1/2 feet long.
Shortest radius of curvature, with length of curve in branch roads, [except two short curves of 500 and 625 feet radius, at the Woburn depot].....	1975 ft. radius, 662 ft. long.
Total degrees of curvature in main road.....	655 deg. 1 min. 43 sec.
Total degrees of curvature in branch roads.....	107 deg. 40 min.
Total length of straight line in main road.....	18 1/2 miles, and 824 feet.
Total length of straight line in branches.....	1 1/2 miles and 491 feet.
Aggregate length of trestle bridges.....	5 1/2 feet.
Whole length of road unfinished on both sides.....	None.
BOINGS DURING THE YEAR.	
Miles run by passenger trains.....	461,705
Miles run by freight trains.....	79,749
Miles run by other trains.....	15,092
Total miles run.....	556,546

Number of passengers carried in the cars.....	484,683
Number of passengers carried one mile.....	2,523,436
Number of tons of merchandise carried in the cars.....	281,441
Number of tons of merchandise carried one mile.....	7,117,656
Number of passengers carried one mile, to and from other roads.....	2,723,272
Number of tons carried one mile to and from other roads.....	3,003,402
Average rate of speed adopted for passenger trains, including stops.....	23 1/2 miles per hour.
Average rate of speed adopted for freight trains, including stops.....	12 miles per hour.
Estimated weight in tons of passenger trains, including engine and tender, but not including passengers, hauled one mile.....	7,609,371
Estimated weight of merchandise trains, including engine and tender, but not including freight, hauled one mile.....	7,481,707
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden truss bridges and renewals of iron.....	\$25,113 90
For repairs of truss bridges.....	
For renewals of iron, including laying down.....	21,959 74
For wages of switchmen, gate keepers and flagmen.....	4,454 39
For removing ice and snow.....	381 46
For repairs of fences, gates, houses for flagmen, gate keepers, switchmen, tool houses.....	3,171 23
Total for maintenance of way.....	54,080 71
MOTIVE POWERS.	
For repairs of locomotives.....	16,185 41
For new locomotives to cover depreciation.....	4,000 00
For repairs of passenger cars.....	8,580 44
For new passenger cars to cover depreciation.....	9,568 00
For repairs of merchandise cars.....	12,053 79
For new merchandise cars, to cover depreciation.....	8,720 00
For repairs of gravel and other cars.....	499 58
Total for maintenance of motive power.....	59,517 23
MISCELLANEOUS.	
For fuel and oil—[fuel \$37,697 19, oil \$2,769 04].....	40,466 23
For salaries, wages and incidental expenses, chargeable to passenger department.....	20,025 72
For salaries, wages and incidental expenses, chargeable to freight department.....	16,341 91
For gratuities and damages.....	4,033 25
For taxes and insurance.....	2,002 92
For ferries.....	
For repairs of station buildings, aqueducts, fixtures, furniture.....	26,524 50
For interest.....	4,183 17
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company.....	
For amount paid other companies as rent for use of their roads, specifying each company.....	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above officers, and all other expenses not included in any of the foregoing items.....	16,232 41
Total.....	129,810 73
INCOME DURING THE YEAR.	
For passengers:—	
1. On the main road exclusively, including branch owned by company.....	158,392 20
2. To and from other roads, specifying what:	
Nashua and Lowell railroad.....	\$17,969 03
Concord.....	23,175 69
Northern.....	10,074 49
Total.....	51,219 21
Total.....	209,611 41
For freight:—	
1. On main road and branches owned by company.....	117,845 01
2. To and from other connecting roads:	
Nashua and Lowell railroad.....	\$22,824 54
Concord.....	47,446 89
Northern.....	16,638 62
Total.....	86,970 05
Total.....	221,585 26
U. S. mails, \$3,603 82; rents, \$241; miscellaneous.....	\$394 23
Total income.....	448,555 90
Net earnings after deducting expenses.....	195,147 24
DIVIDENDS.	
Two of 4 per cent. each.....	144,000 00
Surplus not divided.....	51,147 24
Surplus last year.....	151,327 57
Total surplus.....	346,474 81
ESTIMATED DEPRECIATION BEYOND RENEWALS, VIZ:	
Road and bridges.....	
Buildings.....	
Engines and cars.....	

To the Honorable, the Legislature of the Commonwealth of Massachusetts:

The directors of the Boston and Lowell corporation do hereby make the seventeenth annual report of their acts and doings, under their act of incorporation, in the within return, according to the form prescribed by the act of the legislature, passed April 16th, 1846.

All which is respectfully submitted.

Wm. Sturgis, George W. Lyman, Joseph Tilden, Eben Chadwick, J. A. Lowell—*Directors.*

Boston, November 30th, 1847.

Two serious accidents to persons have occurred on the Boston and Lowell railroad, in 1845, viz:

On the 9th of April, Zimri Low, a colored man was killed at Lowell, by being run over, while walking on the track in the night, by a freight train.

On the 8th of July, Charles E. Newton, while unloading a car at Middlesex street, in Lowell, was run over by some freight cars, and his leg was so much injured as to require amputation.

Progress of Atmospheric Railways.

In the *Mining Journal* of June 6, 1846, we gave a brief notice of a proposed system of atmospheric propulsion, patented by Mr. Lawes, of Old Kent road, and the city road. It consists of a truly cylindrical tube, closed throughout, divided into sections of about two miles each—one end of each section being closed, the other open; in each of these sections is a truly fitted piston, which we will suppose to be at the bottom, or closed end of the tube; at the open end is a drum, around which a rope is wound by proper gearing; the action of this drum sets in motion another drum the reverse way. The piston having arrived at the open end of the first section, a perfect vacuum is formed in the tube; and the piston being set free, the atmospheric pressure forces it down the tube with great velocity—of course, drawing the train attached; and, as one rope is wound up, the other is unwound. The patentee proposes to have stationary engines, of about ten-horse power, at every two mile section of tube, which he considers would be sufficient to raise the necessary power to drive heavy trains at any required speed, every half hour. He proposes that the lines should be laid down on the natural surface of the ground on the unusual portion of turnpike roads, and working without any interruption to the usual traffic. The diameter of the tube would be about three feet; one foot in the same would drive 20 to 30 feet on the road; consequently 150 to 200 feet of tube, in one or more lengths, would drive a train one mile. The piston moves slowly, whilst the train would run with great velocity. The plan proposed for the formation of a company, is, in the first place, to raise by subscription, sufficient to lay down two miles of railway—and thus truly test its capabilities; these subscribers to have the preference in the choice of shares, with a good bonus, should a company be formed; and the remainder to be submitted to the public. The

cost of such a line, including propelling power, with all accessories complete, for driving a heavy train every half hour, is estimated at £2,500 per mile.—*London Mining Journal.*

Central Railroad.

The following preamble and resolutions were adopted at a special meeting of the board of trade association at Pittsburg, on Thursday, the 6th inst.

Whereas, Unparalleled exertions are now making by neighboring States, to divert to other routes the traffic and commerce of the Ohio and its tributaries, which has in so eminent a degree promoted the welfare of this county, and the prosperity of the whole commonwealth:

Whereas, The provisions of the late supplement to the charter of the Pennsylvania railroad company, afford important facilities for a subscription to its stock, by the county of Allegheny, by means of which the people would be in a great measure relieved from the interest on the loan required to meet such subscription, and other advantages would be secured.

Whereas, Satisfactory assurances have been given by the officers of said company, that a subscription of a million of dollars from this county would, in addition to an equal sum to be advanced by the city of Philadelphia, be entirely expended on the western section of the line, and would insure the speedy completion of this great work, by which the construction of a railroad from this place through the State of Ohio, under the liberal charter recently granted by that State, would be rendered absolutely certain.

Therefore be it

Resolved, That in the opinion of this meeting, it is highly desirable that the county of Allegheny should make a liberal subscription to the stock of the Pennsylvania railroad company.

Resolved, That a committee of five members be appointed, whose duty it shall be to confer with the county commissioners, and devise the most efficient means of ascertaining the opinion of the citizens of the county, in relation to such a subscription, and report to a meeting to be held at this place on Thursday next at 7, P. M.

The association appointed Messrs. T. Bakeswell, T. J. Bigham, Jesse Carothers, W. J. Totten, and Joseph Pennock, that committee.

Influence of Railroads.

Hon. J. M. Niles, in his late address before the New Haven County Agricultural Society, makes the following judicious remarks in relation to the influence of railroads:

"It has been supposed by many, that the systems of railroads and canals, by bringing the products of the west into competition with those of the Atlantic States, would operate injuriously to the agricultural interests of the latter, and reduce the value of land. But on a full development of that system, the result will be otherwise. Were agriculture and commerce the only great interests of our country, this consequence might have followed. But manufactures, the other great interest, supply local markets for the farmer; and the railroad system is already exerting a pow-

erful influence in establishing manufactures in the interior, at points remote from tide water; and thus creating local markets for those products of the farm which would not justify transportation to our commercial cities on the seaboard. Whilst railroads bring the great staples of the west into competition with those of the Atlantic States, they enable the latter to send to market, at a good profit, a great variety of products, which could not otherwise be done, and which will not bear transporting from the western States. And this system, by its influence in evolving the various resources of the country, and increasing its wealth, exerts a favorable influence on agriculture generally, and more especially on sections contiguous to our commercial towns and manufacturing districts. Whilst it brings the flour and provisions of the west into the market on the seaboard, it enables the farmers in the Atlantic States to avail themselves of the markets, where local ones do not exist, for hay, milk, vegetables, fruit, and various articles, which, were it not for those facilities, would bear transportation a few miles only."

Nashville and Chattanooga Railroad.

The president of the company for constructing the above named road, V. K. Stevenson, Esq., was recently in the city of Charleston, on business connected with the same, and furnished to one of its citizens the following interesting statistics, which which we find in the *Mercury*:

1. That the population of Tennessee in 1800 was 105,602; in 1810, 261,727; in 1820, 422,813; in 1830, 682,904; in 1840, 829,210; and at present it is not less than 1,000,000.

2. The population (in Tennessee) accommodated by the building of this road, and having access to it by rivers, turnpikes, and common roads, in convenient distances, is about 515,600 out of East Tennessee and beyond the influence of the Georgia railroad. In addition to this, there is a population in Kentucky accessible to Nashville by turnpikes and the Cumberland river of 234,730.

3. The present marketable produce of the section of country embracing this population, may be stated as follows:—50,000 bales of cotton, 700,000 sacks of corn, 30,000 hogsheads of tobacco, 509,000 head of pork hogs for packing, driving to market, and for bacon, 31,000 beef cattle, 46,000 horses and mules, 22,000 sheep, 600 tons of hemp, 108,000 dozen poultry, 2,100 barrels eggs, 1,020,000 pounds feathers, 260,000 pounds beeswax, 128,000 pounds ginseng, 1,442,000 pounds wool, 22,600 bushels flaxseed, 29,000 bushels dried fruit and nuts, 17,120 bushels peas and beans, 23,000 gallons apple and peach brandy, 21,000 barrels whiskey, 162,000 pounds furs and peltry, 40,000 barrels flour. There is manufactured, mostly for sale, in Middle Tennessee, of iron, negro cotton and woolen goods, socks, saddlery, machines, cotton gins, etc., \$4,035,000 worth annually.

4. Twenty-one graded Macadamized roads, diverging from Nashville and penetrating the country in all directions, and the Cumberland river, with its tributaries, giving 800 miles of steamboat navigation, are the now existing

channels for these communications, and accommodate the present trade of Nashville.

5. The Cumberland river and its tributaries throughout their extent will be immediately tributary to this road at its western terminus at Nashville. The rivers in the Mississippi valley, above the mouth of the Ohio, exclusive of the Tennessee and Cumberland, have 12,600 miles of steamboat navigation, all of which must, to a great extent, be tributary to this road, for reasons given in answer to your tenth inquiry.

6. The Cumberland river extends into Kentucky, and is navigated by steamboats to Whitley county. This navigation passes through and drains the counties of Pulaski, Wayne, Clinton, Cumberland, Russell, Monroe, Trigg, Caldwell, and Livingston, in Kentucky, and in Middle Tennessee it commands the trade of five-sixths of the country described in answer to second question.

There are thirty-nine steamboats engaged in the trade of the river. One-third to New Orleans, carrying from 300 to 1100 tons. Eight or ten boats run in the trade above Nashville during winter and spring, discharging their cargoes at Nashville; and, being of light draft, enter the trade, in the lower Cumberland, in summer and fall. The other boats make up a semi-weekly line of packets to Cincinnati; two semi-weekly lines to Smithland, at the mouth of the Cumberland; weekly lines to St. Louis and to New Orleans; and an irregular, but constant communication with Wheeling and Pittsburgh.

The writer of the above furnishes many facts and arguments which go to show that the cities of Savannah, Augusta, and Charleston, can successfully compete with New Orleans for the trade of the valleys of the Missouri, Upper Mississippi, and Ohio, provided a railway is made from Chattanooga to Nashville. That such a result is attainable, we have frequently had occasion to express our firm belief. The subject is one of vast and quite inestimable importance to the Atlantic States of Georgia and S. Carolina. Speaking of the territory to become tributary at once to three States, on the opening of the road, Mr. Stevenson truly remarks:

Most of the produce of the Mississippi Valley reaches New Orleans after the 1st of June, and is much injured from the heat and dampness in the hold of a steamboat. At least one-fourth of the tobacco that left home in good order, and of good quality, has, before arriving at New Orleans, undergone what is called a sweat, and not drying from it, spoils, is crossed, that is, condemned, and sells for one-quarter its value in a sound state. The corn, wheat, and rye, are all more or less swelled and softened from damp and heat. Flour, corn meal, bacon, and pork, all undergo great damage, so that the buyer at New Orleans refuses to give a price at all to compare with the value of the same produce on the Atlantic. Ask him why he offers no more, and he will tell you that the voyage to New Orleans has already injured your produce, and its exposure on the New Orleans wharf, in their humid and hot atmos-

phere, has heated it much, and not dried it, so that it is in the worst possible condition for shipment abroad; and that half of it would spoil on its long voyage through the gulf and round the Florida point to Europe, so that he will only buy it at the price of damaged produce.

The intelligent owner knows this to be true, and as the market is always fullest at this season, and the home demand not equal to half the supply, the holder thinks it best to take any price, as his produce is under heavy expenses, and deteriorating each day from the effect of climate, so that a short time would bring the quality to a point where the cost of storage, etc., would leave him in debt for its transportation to New Orleans. Such has often been the case, to our own knowledge. This state of the New Orleans market is most oppressive on the northwest valley of the Upper Mississippi and Missouri, with near 10,000 miles of navigation, which does not open usually before the middle of May or first of June.

This country is in its infancy, and yet it requires between three and four hundred steamboats, varying from 80 to 1200 tons each, to carry its products to market; and its produce might be delivered much cheaper and quicker at Nashville than New Orleans. Cheaper, because the small vessels that bring it down the shallow streams to St. Louis cannot afford to go with their light cargo to New Orleans, 1200 miles; and now tranship at St. Louis; but if this railway was finished, they would be the proper class to go the short voyage of 450 miles to Nashville, and there tranship, thus saving 750 miles of travel, and including detention from transshipment at St. Louis, at least six days time, and much insurance and freight.

IMPROVEMENT IN THE MANUFACTURE OF IRON.

The attention of men of science has of late been much devoted to improvements in the manufacture of iron, both as regards economy in the smelting department, and also in producing the finished material at the least possible cost. Among the improvements which have lately taken place, that of Mr. Low's will most decidedly rank as one of the first in importance. Whether we consider it as simplifying the varied processes of iron manufacture, or what is of still more importance, producing a superior commodity at a very reduced price. By Mr. Low's process, pig iron can be puddled and made into very superior finished iron without the process of refining, with equal facility, and the loss in making a ton of finished bars from pig iron will be less than one half that made in the ordinary way. Mr. Low's process is a simple one, and consists in giving the raw material in its process of manufacture a much less degree of carbonisation or oxydation, the two grand objects requisite for solidity of structure and hardness; for this purpose he uses black oxide of manganese, plumbago or graphite, charcoal, and nitrate of either potash, soda or lime, usually employing saltpetre. These ingredients are mixed together in the proportions specified in the patent; and to every charge of ore in the blast furnace likely to produce 480 lbs. weight

of metal, he uses 66 lbs. of this mixture. In the puddling furnace he applies it to the metal in a fused state, by throwing upon the surface two or three pounds at a time, and gradually incorporating the requisite quantity. His patent extends to the application of this mixture to the manufacture of cast steel from malleable iron, adding two or three pounds to every 30 lbs. of steel when in the melting pots.—*Liverpool Times*.

Reading Railroad Report for 1847.

Continued from page 12.

REPORT OF ENGINEER AND SUPERINTENDENT. JOHN TUCKER, Esq., President of the Philadelphia and Reading Railroad Company.

SIR:—I respectfully submit the following report of the transportation, roadway, and construction departments of the road, for the year ending November 30th, 1847.

TRANSPORTATION DEPARTMENT.

Statement A contains the business and receipts of the road for the year.

Statements B and C exhibit the gross and net expenses of the department, with the apportionment of those expenses, in detail, under their various heads.

Statement D contains a table of all the running machinery of the road. Four first class engines have been added during the year, three of which were built in the company's shops. Four first class engines, in addition, built by Ross Winans, of Baltimore, have been in use upon the road on trial, for burning anthracite coal. The car force of the road has been increased by five eight wheeled house cars: one eight wheeled platform car; twenty-seven four wheeled open cars; two eight wheeled passenger cars, and one four wheeled express car. Two hundred and seventy-six wooden coal cars have been altered and enlarged, from a capacity of 3½ tons to that of 4½ tons. Two small express engines have been built during the year, and work commenced for three new passenger engines, and another locomotive boiler for burning anthracite coal. Two other engines, one of the first and another of the second class, are nearly completed.

The name, weight, maker, present condition, and duty, of every locomotive owned and used by the company, is exhibited in statement E, and their whole cost of repairs, miles run, and tonnage hauled, in statement F. Statement G contains the expenses of repairing all coal, merchandise, and passenger cars.

The cost of hauling coal for the year, in detail, will be found in statement H.

Statement K and L show the cost of hauling passengers and merchandise for the year.

Statement M contains the cost of hauling coal, merchandise, and passengers, over the State road, and of horse power in the city of Philadelphia, during the past year.

The amount of coal received from the various lateral roads in the Schuylkill coal region, and the points where consigned on the Reading road, are comprised in statement N. It will be observed, that the supply of the Schuylkill Valley and of the city of Philadelphia alone, is thirty per cent. of the whole amount transported.

The average cost of fuel, materials, and labor, has exceeded that of last year about ten per cent.

The locomotive engine "Novelty," alluded to in my last annual report, as then building on a new principle, for the purpose of burning anthracite coal, has been completed and in operation since June of the present year. Her performance has been very satisfactory, fully equalling my expectations, and showing no injurious results from the use of coal as her exclusive fuel, after five months trial, and a duty of 2,357 miles, ran with coal trains. With such results, and from her great economy in fuel, I feel confident that the main difficulties in using anthracite coal in locomotives have been overcome; and that with farther improvements which experience has suggested, now in progress, this road will shortly be able to use, as its exclusive fuel, the coal of its own coal region.

ROADWAY DEPARTMENT.

Comprising total expenses of repairs and renewals of superstructure, bridges, depots, and all buildings for the year.

Repairs of Track and Bridges.

Wages of laborers.....	\$53,890 58
Wages of carpenters and mechanics.....	44,038 79
Rail iron and steel, tools, etc.....	2,177 96
Timber and sills.....	16,643 16
Castings.....	4,613 84
Watchmen in tunnels.....	916 00
Clearing snow.....	994 39
Sundries, oil, rents, broken stone, masonry, etc.....	1,438 69
Total.....	\$117,114 41

To which is added what would have been the cost of repairing and strengthening wooden structures, replaced during the year with stone and iron bridges.....

	3,855 60
Total.....	\$120,970 01

Engines and Cars Transporting Materials, Saw mill, and Stationary Machinery.

Wages of engine crews.....	2,992 82
Fuel and repairs of engines and cars, oil, etc.....	6,458 87
Saw mill, stationary engines, and other machinery, fuel, wages, etc.....	2,118 65
Total.....	\$11,570 34

Water Stations, Depots, and Engine Houses.

Wages of workmen.....	2,892 43
Timber, iron, and materials.....	496 41
Sundries.....	47 33
Total.....	\$3,436 17

Superintendence and Office Account.

Salaries of all officers and agents.....	2,652 53
Stationery and printing.....	153 60
Total.....	\$2,806 13

Railroad Iron.

One thousand nine hundred and nineteen new bars of railroad iron, weighing 312.2 tons, have been put into the tracks of the road during the year, at an average cost of \$74 per ton, amounting to the sum of \$24,117 45.

Of the 1,919 bars removed, 1,169 were of the 60 lb. rail, and 750 of the other patterns, of a total weight of 280.5 tons, (several of the bars removed being of the 45 and 55 lb. pattern, and replaced with 60 lb. rail.)

Of these 280.5 tons have been sold.....

And used by construction department in turnouts, sidings, etc., 176.2 tons, valued at \$50.....

Leaving on hand 31.5 tons, worth \$15 per ton.....

Total.....

\$13,911 58

From.....	24,117 45
Leaves as lost on above 1919 bars.....	10,305 87
Or less than 1/4 of a cent per ton on the tonnage of the year.....	

Watchmen at Bridges and Depots.

Wages of all watchmen at bridges.....	8,118 20
" " Pottstown depot and yard.....	1,073 74
Total.....	\$9,191 94

Aggregate of Roadway Expenses.

Repairs of road beds, tracks, and bridges.....	95,570 01
Engines, cars, and machinery.....	11,470 34
Railroad iron.....	10,305 87
Watchmen at bridges and depots.....	9,191 94
Water stations, depots, and eng. houses.....	3,436 17
Superintendence, and office expenses.....	2,806 13
Total.....	\$132,780 46

Net cost.....

Add for materials on hand over same item last year, timber, sills, and lumber.....

Railroad iron.....

Hardware, etc.....

Castings.....

Total.....

Gross expenses of roadway department. 136,822 15

The drainage of the road has been particularly attended to during the year, and with very favorable results: the bridges and tracks are in perfect order, having been maintained in the same condition during the passage of the year's business of 1,770,916 tons, without the slightest accident, and at less cost than during the previous year.

The total length of track kept in repair has been 95 miles of double track, and 31 miles of turnouts and sidings; equal to 221 miles of single track.

The net expenses of the transportation and roadway department for the year are as follows:—

Transportation department.....	\$636,077 28
Roadway department.....	132,780 46
Total.....	\$768,857 74

Equal to 48 per cent. of the receipts of the road.

The total cost of repairing Richmond wharves during the year, including timber for trestling, plank, hardware, iron, and steel, has been \$4,438 64.

CONSTRUCTION DEPARTMENT.

Bridges.

Fifteen stone bridges, of spans varying from 10 to 35½ feet, have been completed during the past year. Five of these were commenced in 1846, viz: Irish creek, Big dam, Shaeffer's, Pottstown, and Manayunk; and ten stone bridges have been commenced and completed during the present year: at Mount Carbon, Hamburg, Mohrsville, Centre turnpike, Wambach's, Yost's, Geiger's, Phoenixville, Pauling's, and Anderson's. Two other stone bridges have been commenced, and the piers and abutments carried up to the springing levels, to be completed next year, at Pickering creek and Quinters.

Six iron bridges, varying from 25 to 40 feet span, all commenced previous to December 1st, 1846, have been erected during the past year: at Canal Tunnel, Auburn, Stoney creek, Mill creek, Ulrich's, and Reading. Another iron bridge also, commenced last year, has been finished during the present year, and is now on hand.

Timber bridges have been built at Phoenixville, Germantown railroad crossing, Manayunk, and Falls. Those at Schuylkill

Haven, 4th crossing, Peacock Locks, and Monocacy, have been severally strengthened, and rendered perfectly secure, by the addition of arch pieces; and all the bridges of the line, I am gratified to report, in excellent condition. Since the road has been in operation, 35 wooden bridges have been changed into stone and iron, leaving but 48 wooden bridges yet remaining, which will be in the course of a few years all replaced with stone or iron structures.

Whole amount expended during the year, \$86,687 82.

Depots, Workshops, Engine Houses, Water Stations, etc.

Several new buildings have been added during the past year. An iron freight house has been built at Pottsville, another at Port Clinton; the new freight depot at Reading completed, and a new and spacious shop built at the latter depot. Other workshops have also been added at the same station.

The carpenter shop at Pottstown, and roof of smith shop completed, a large stable built for the company's horses at Philadelphia, and 49 new tool houses built and placed on each division of the line. The engine houses at Schuylkill Haven, Reading, and Pottstown, have been completed, as also new cistern and water stations at Pottstown, Phoenixville, Port Kennedy, Norristown, and Reading. Wood sheds have been put up at Orwigsburg, and State road station; and coal sheds at Phoenixville and Hamburg.

Total amount \$63,468 20.

New Stationary Machinery.

Three of "Kirk's patent steam hammers," with furnaces, stacks, etc., complete, have been erected, and found to secure an important economy in the cost of bar iron and axles, and valuable tools and machinery have been added to the shops at Reading, Pottstown, and Richmond.

Cost of all \$27,054 45.

Tracks, Turnouts, and Grading.

Comprising cost of grading and laying down tracks, at points below stated:—

Richmond.....	999 feet.
Planes.....	1,137 "
Falls.....	4,721 "
Conshohocken.....	1,183 "
Potts.....	261 "
Valley Forge.....	87 "
Phoenixville.....	927 "
Pottstown.....	500 "
Neversink.....	450 "
Reading.....	841 "
Hamburg.....	100 "
Orwigsburg.....	657 "
Schuylkill Haven.....	3,360 "
Mount Carbon.....	270 "
Total.....	15,493 "

Also of grading new depot lot at Reading,

making a total expenditure of.....

\$20,710 77

Sundries.

Including expenses of patent fuel experiments; all new work at Richmond wharves, new turning platforms, depot tracks, new lines of magnetic telegraph, loading materials for this department, completing vertical wall at Phoenixville, engineering, superintendence and clerk's salaries, stationery, and all expenses of construction department not enumerated, amounting to \$25,010 16.

Total Expenditures of Construction Department.

Bridges	86,687 82
Depots, workshops, engine houses, etc.	63,468 20
New stationary machinery	27,051 43
Tracks, turnouts, and grading	20,710 77
Sundries, Richmond wharves, etc.	25,010 16

Add for value of materials on hand, viz: pig iron, timber and sundry machinery for new engines, cars, etc., to be used next year	15,573 90
Total	222,931 40

The net expenditures of the construction department for the past year have been as above, \$222,931 40. In 1846 they were \$439,113 82, showing a reduction of \$216,182 42.

The expenses of this department for the year 1848 will be considerably less than those for the past year.

I am very respectfully,

Your obedient servant,

G. A. NICOLLS, Engineer and General Superintendent.

Reading, Pa., Dec. 1st, 1847.

Statement A.—Business of the Philadelphia and Reading Railroad for the year ending November 30th, 1847.

TONNAGE.

Coal transported, tons of 2,240 lbs.	1,360,681
Merchandise, tons of 2,000 lbs.	71,718
Materials for use of road, including earth, gravel, timber, rails, sills, cordwood, stone, brick, iron, etc., etc., in tons of 2,000 lbs.	165,493
Total tonnage of road for the year, including weight of passengers, in tons of 2,000 lbs.	1,770,916
Total amount of coal transported to date, tons of 2,240 lbs.	4,051,639
Total tonnage of road to date, tons of 2,000 lbs.	5,471,437

PASSENGER TRAVEL.

Total No. of passengers during the year	97,463
" miles travelled by same	4,560,260
Equal to, in through passengers, over the whole length of the road	649,416

RECEIPTS OF ROAD.

From freight on coal	\$1,698,663 99
From freight on passengers	136,219 92
From passenger travel	156,201 45
From transportation of U. S. mail, and other sources	11,860 26
Total	2,002,945 62

Statement B.—Gross Expenses of Transportation Department for year ending November 30th, 1847.

RUNNING ACCOUNT.

Wages of engineers, firemen, conductors, brakemen, oilers, dispatchers, time keepers, and turning crews	\$126,465 15
Wood, 90,716 cords	227,622 07
Loading and unloading wood, wharfage, agents, etc.	18,899 49
Cutting wood	33,632 73
Oil, 40,565 gallons	35,652 34
Tallow and grease, 49,084 lbs.	4,620 55
Hauling across Schuylkill bridge on State road, and expenses on ditto, in Philadelphia	12,016 30
Tolls paid State road	28,303 71
Coal left short of consignments, and used by company	8,561 61
Renewals of articles on trains, lamps, ropes, etc.	5,435 54
Cotton waste	3,022 16
Coal fuel for engines	4,389 19
Delivering coal at Richmond	15,266 80
Use of telegraph	844 16
Sundries, goods lost or stolen, etc., etc.	4,827 44
Total	527,559 21

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, boiler makers, time keepers, and all mechanics and laborers	\$160,722 43
Bar iron steel, tools, and hardware	26,832 63
Tires and axles	12,386 62
Pig metal, iron, lumber, hay, etc., for foundry	12,992 17
Copper, spelter, tin, lead, etc.	15,448 02
Timber and lumber	8,563 69
Anthracite coal	9,764 94
Bituminous coal	6,414 40
Work done elsewhere	537 20
All other materials, charcoal, leather, etc., etc.	2,337 31
Work and stuff for patterns	1,239 03
Sundries	1,270 28
Total	258,507 72

DEPOT ACCOUNT.

Wages of hands	29,495 15
Wages of watchmen at depots, wharves, & switches	6,175 99
Coal for water stations, and pumping water	3,261 61
Materials and work	2,283 96
Horse feed	420 19
Rents	1,375 00
Sundries	138 41
Total	43,150 31

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and ag'ts in department	19,898 34
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OFFICE ACCOUNT.

Advertising in, and subscription to papers	189 53
Stationery and printing	2,144 81
Fuel, furniture, rent, and all materials	1,566 84
Attendance and sundries	558 20
Total	4,459 38

LATERAL RAILROADS ACCOUNT.

Salaries of agents	1,322 73
Use of engines & sundries	1,574 57
Total	2,897 30

Statement C.—Net Expenses of Transportation Department of the Philadelphia and Reading Railroad for the year ending November 30th, 1847.

Transportation of 1,360,681 tons of coal from coal region to Richmond, junction with State road and other points, at 45 84-100 cts. per ton	\$623,737 17
Expenses of transportation between junction with State road and company's depot in Philadelphia, including tolls paid State road and city, hauling across Schuylkill bridge, pay of ag'ts, etc.	50,373 86
Transportation of 71,718 tons merchandise between Pottsville, Reading, and other points, and junction with State road, at 85 9-10 cts. per ton	61,605 76
Transportation of 49,604 through passengers between Pottsville and junction with State road, at 47 2-10 cents per passenger	23,413 09
Superintendence, including salaries of all officers, clerks, and coal agents at depots	20,876 44
Net expenses of delivering and sorting coal cars on Richmond wharves, between Trenton railroad crossing and river Delaware, a portion of which is chargeable to last year's business	15,266 80
Wages of all watchmen at wharves, depots, and switches	6,797 90
Expenses of delivering coal and freight, and hauling cars for all purposes at Reading depot and turnouts	6,115 71
Office expenses, stationery, newspapers, advertising, etc.	5,185 54
Expenses of sorting and hauling coal cars at Phoenixville and other way stations	2,983 05
Expenses of sorting coal cars at Schuylkill Haven for cars used on West	
Total	856,472 29

Branch road 2,583 30

Work and materials for depots and stations	2,476 19
Rent and expenses of magnetic telegraph	844 16
Salaries of agents, and engine expenses on lateral railroads in coal region	2,897 30
New tools and patterns for shops and engines	6,106 43
Sundry expenses, express engines, etc., etc.	4,813 68

Actual net expenses for year 836,077 28

Add for materials on hand November 30th, 1846, viz:

Wood	\$11,811 80
Bar, boiler, and sheet iron	
steel	4,432 90
Iron castings	753 74
Pig metal	3,768 60
Car gearing, wheels, axles, springs, etc.	12,901 38
Engine gearing	5,997 10
Engine tires	12,193 85
Timber and lumber	3,890 83
Bituminous coal	1,199 00
Anthracite coal	1,205 60
Copper, lead, tin, brass, etc.	3,683 18
Wrought scrap iron for tilt hammer	10,732 34
Cast scrap iron for foundry	7,254 44
Tools, etc.	3,875 50
Total	83,689 61

Deduct value of materials on hand Dec. 1st, 1846 63,294 63

Total expenses 856,472 29

Statement D.—Number of Engines, Cars, and Running Machinery upon the Philadelphia and Reading Railroad November 30th, 1847.

LOCOMOTIVE ENGINES.

46 first class engines	
22 second " (2 sold since last report)	
8 third " (out of use at present ("Del."))	
1 second " (out of use at present ("Del."))	
77 total.	

COAL CARS.

	Weight.	Empty Capacity.
1 eight wheeled iron coal car	47	11-0
3,019 four " "	243	5-0
1,318 four " wooden do.	23	4-65
268 four " "	205	3-2
4,606* total.	231	4-79

CARS FOR FREIGHT AND GENERAL USE.

11 eight wheeled covered house cars	
32 " box cars	
48 " open platform cars	
153 four wheeled covered house cars	
28 " box cars	
230 " open platform cars	
502* total.	

PASSENGER CARS.

15 eight wheeled passenger cars	
1 four " baggage cars	
3 eight " "	
2 four " express car	
1 four " "	
22 total.	

In addition to the above, the company own:—
 2 small express locomotives, "Ariel" & "Witch."
 2 small passenger cars, for use of road.
 13 stationary engines, from 4 to 35-horse power, for driving machinery, pumping at water stations, sawing wood, etc.
 2 portable wood cutting steam engines, at Reading and Richmond.
 7 snow ploughs.
 50 horses, chiefly for hauling in Broad street, Philadelphia.
 * 20 wooden coal cars are altered, and used as freight cars.

Statement E.—Table of Names, Weights, and Present Duty of all Locomotive Engines owned by the Philadelphia and Reading R. R. Co., Nov. 30/A, 1847.

Names.	Weight in tons.	Maker.	When put on road.	Miles run.		Present Condition and Duty.
				Year ending Nov. 30.	Total to date.	
Atlas.....	27.0	Baldwin, Philadelphia.	April, 1846.	16,218	24,340	At work, Falls Grade.
Hercules.....	27.0	"	"	18,014	26,066	"
Texas.....	22.4	"	"	23,549	39,088	At work, in Coal Trade.
Alabama.....	22.4	"	"	21,113	35,995	"
Kentucky.....	22.4	"	"	21,907	36,818	"
Indiana.....	22.4	"	"	19,529	34,665	"
Princeton.....	22.4	"	May, 1846.	21,148	33,796	"
Montezuma.....	22.4	"	July, 1846.	20,843	29,699	In shop, under repair.
Amazon.....	22.4	"	May, 1846.	21,157	32,634	At work, in Coal Trade.
Warrior.....	22.4	"	"	19,687	32,081	"
Florida.....	22.4	"	July, 1846.	20,374	28,111	In order, ready for use.
Washington.....	22.4	"	June, 1846.	20,855	32,608	At work, in Coal Trade.
Empire.....	22.4	"	May, 1846.	20,555	32,654	"
Pocahontas.....	22.4	"	June, 1846.	23,103	33,766	In shop, under repair.
Allegheny.....	22.4	"	"	21,654	31,635	At work, in Coal Trade.
Yorktown.....	22.4	"	"	21,161	31,393	In shop, under repair.
Rio Grande.....	22.4	"	July, 1846.	20,302	28,400	At work, in Coal Trade.
United States.....	18.6	"	July, 1844.	17,382	74,522	"
New England.....	19.7	"	"	15,429	68,042	"
New York.....	19.1	"	August, 1844.	17,901	73,151	In order, ready for use.
Ontario.....	19.1	"	"	19,204	71,824	In shop, under repair.
Virginia.....	19.1	"	Sept'r, 1844.	20,482	71,473	In order, ready for use.
Hudson.....	19.5	"	Oct'r, 1844.	14,284	58,524	At work, in Coal Trade.
Niagara.....	19.6	"	April, 1845.	18,894	58,868	"
Pacific.....	19.5	"	"	18,260	58,722	"
Independence.....	19.5	"	May, 1845.	19,486	57,648	"
Oregon.....	19.5	"	"	18,525	50,308	"
St. Lawrence.....	15.5	"	June, 1845.	18,620	51,795	"
Constitution.....	19.5	"	"	14,227	49,018	At work, Richmond wharves.
Champlain.....	20.1	"	Sept'r, 1845.	15,015	40,974	In shop, under repair.
Seminole.....	13.1	"	Febr'y, 1840.	21,717	109,371	At work, wood train.
Perkiomen.....	12.6	"	April, 1842.	16,070	81,917	In order, ready for use.
39 in all.		Made by Baldwin, Philadelphia.				
Chesapeake.....	20.0	Norris, Philadelphia.	March, 1847.	14,428	14,428	In order, ready for use.
Philadelphia.....	17.7	"	Oct'r, 1844.	11,062	50,029	At work, lateral roads.
Manatawny.....	13.8	"	Oct'r, 1842.	25,468	113,239	At work, freight train.
America.....	13.4	"	"	15,904	84,595	"
4 in all.		Made by Norris, Philadelphia.				
Carolina.....	28.7	New Castle Company.	April, 1846.	20,060	33,393	At work, in Coal Trade.
Missouri.....	18.7	"	August, 1846.	19,229	24,827	"
Columbus.....	18.2	"	April, 1844.	8,423	44,236	At work, lateral roads.
Pottsville.....	11.0	"	Sept'r, 1842.	5,187	65,756	At work, City Coal Trade.
Tuscarora.....	11.8	"	Nov'r, 1842.	7,474	62,492	At work, Schuylkill Haven.
Pennsylvania.....	11.4	"	April, 1843.	7,223	55,546	At work, lateral, roads.
Ontalannee.....	12.0	"	July, 1843.	10,182	58,474	At work, Richmond wharves.
7 in all.		New Castle Manufacturing Co.				
Connectoga.....	11.8	Locks and Canals Co.	May, 1843.	9,969	58,278	In shop, under repair.
Tioga.....	11.8	"	July, 1843.	14,366	61,913	At work, lateral roads.
Schuylkill.....	11.8	"	"	9,372	52,911	In shop, under repair.
Shamokin.....	11.8	"	"	9,783	60,344	At work, lateral roads.
Huron.....	11.8	"	August, 1843.	10,936	61,177	Altering to a more efficient engine.
Osceola.....	11.8	"	"	7,317	50,376	At work, Richmond wharves.
Potomac.....	11.8	"	"	16,169	71,322	At work, wood train.
Erie.....	11.8	"	"	10,424	59,612	At work, Richmond wharves.
Roanoke.....	11.8	"	Sept'r, 1843.	8,033	48,507	At work, Schuylkill Haven.
Cherokee.....	13.9	"	"	9,201	45,618	At work, lateral roads.
10 in all.		Locks and Canals Co., Lowell.				
Wyoming.....	19.6	Reading Railroad Company.	Febr'y, 1847.	17,948	17,948	At work, in Coal Trade.
Palo Alto.....	20.8	"	May, 1847.	12,500	12,500	"
Monterey.....	19.9	"	June, 1847.	9,326	9,326	"
Sanatoga.....	19.2	Rebuilt by Reading R. R. Co.	"	15,384	73,408	At work, lateral roads.
Mahanoy.....	20.2	"	May, 1842.	18,614	71,992	At work, in Coal Trade.
Novely.....	21.0	Reading Railroad Company.	June, 1847.	9,357	9,357	"
Atlantic.....	20.1	Rebuilt by Reading R. R. Co.	August, 1844.	13,888	44,097	"
Monocacy.....	16.4	"	March, 1842.	9,462	84,867	At work, Reading coal train.
Reading.....	16.2	"	Oct'r, 1842.	24,575	70,851	At work, freight train.
Gazelle.....	11.0	"	March, 1841.	25,592	121,726	At work, passenger train.
Atlanta.....	10.3	"	April, 1841.	24,523	112,425	"
Antelope.....	9.3	"	June, 1838.	9,350	97,167	In order, ready for use.
13 in all.		Built & reb. by Reading R.R. Co.				
Gowan & Marx.....	11.0	Eastwick & Harrison.	Jan'y, 1840.	8,659	79,166	At work, Reading depot.
Lycoming.....	10.4	Dotterer & Co.	August, 1842.	11,304	60,244	At work, wood train.
Engineer.....	8.8	Braithwaite & Co.	May, 1838.	16,942	94,216	At work, roadway department.
Rocket.....	8.4	"	"	16,788	109,931	"
Planet.....	8.4	"	August, 1838.	18,797	103,011	"
Spillfire.....	8.4	"	June, 1838.	10,933	93,348	At work, extra engine.
Hecla.....	8.4	"	July, 1840.	10,494	112,000	In shop, under repair.
6 in all.		Made by Braithwaite & Co.				
Delaware.....	10.1	Ross Winans.	May, 1838.	0	1,586	Out of use at present.
Besides the above 73 engines, the Reading Railroad Company have in use on trial:—						
Baltimore.....	26.9	Ross Winans.	June, 1847.	8,766	8,766	At work, in Coal trade.
Maryland.....	27.0	"	Sept'r, 1847.	3,533	3,533	In shop, under repair.
Delaware.....	27.1	"	"	4,337	4,337	"
Ohio.....	27.9	"	"	3,956	3,056	At work, in Coal Trade.

In all, 77 locomotive engines on road.

From this statement useful information may be derived, in relation to the comparative performance of locomotives.

Condensed Table, showing Condition and Employment of all the engines owned by the Philadelphia and Reading Railroad Company.

How employed.	1st Class.	2d Class.	3d Class.	Total.
In daily use, in good order, on Reading or lateral roads...	35	18	6	59
In workshops, under repair...	7	2	1	10
In good order, ready for use...	4	1	1	6
Altering to more efficient engines...		1		1
Out of use at present, "Delaware"...		1		1
Totals	46	23	8	77

Statement F.—Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, for year ending Nov. 30, 1847.

How employed.	1st class.	2d class.	3d class.	Total.
Reading R.R. transportation depart...	734,552	204,337	75,390	1,014,279
Reading railroad construction dept.		9,297	37,837	47,134
Reading railroad roadway depart.		10,554	16,610	27,164
Total Reading railroad	734,552	224,188	129,837	1,088,577
On lateral railroad in coal region	37,564	54,558	3,573	95,695
Total	772,116	278,746	133,410	1,184,272

Total number of tons hauled one mile, exclusive of engine or tender.....306,759.593
Average weight of loaded coal trains down, exclusive of engine or tender.. 593
Average weight of empty coal trains up, exclusive of engine and tender..... 194.6
Average weight of passenger trains, exclusive of engine and tender..... 45.4
All tons of 2,000 pounds.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics.....	\$12,874.68
Materials, iron, steel, brass, etc., etc.....	25,231.13
Superintendence, tools, paints, etc., etc.....	6,810.36
Total	74,916.17

Total number of miles ran by all engines owned and used by company, from May, 1838, to November 30, 1847..... 4,469,339
Total number tons hauled between same dates.....947,615,348

Statement G.—Cost of repairs and renewals of Coal, Freight, and Passenger Cars, on the Philadelphia and Reading Railroad for year ending November 30th, 1847.

COAL AND FREIGHT CARS.

Wages of all mechanics.....	\$56,230.10
Iron, steel, brass, and all metals.....	46,050.06
Timber.....	6,519.96
Superintendence, tools, paints, oil, etc., etc.....	10,880.01
Total	119,680.13

No. of gallons of oil used by coal and freight cars during year, including train lamps..... 29,252
No. lbs. tallow, ditto..... 45,938

COST OF REPAIRS AND RENEWALS OF PASSENGER CARS

Wages of mechanics.....	\$3,116.90
Iron, steel, timber, etc.....	2,596.30
Superintendence, tools, paints, varnish, etc.....	714.15
Total	6,427.35

No. gallons of oil used by passenger cars during the year..... 723
No. lbs. of tallow..... 309

Statement H.—Items of Cost, in detail, of Hauling Coal on the Philadelphia and Reading Railroad for the year ending November 30th, 1847.

Per round trip of 190 miles, from coal region to tide water, and back with empty cars: transporting an average load of 354 tons of coal each train.

Items of Cost.	No.	Description.	Rate.	Amount.
Wages of engineer.....	2	Days.	2.50	\$5.00
" fireman.....	2	"	1.50	3.00
" conductor.....	2	"	1.50	3.00
" brakemen.....	6	"	1.08	6.48
Wood for fuel.....	15.83	Cords.	4.10	64.90
Oil for engine and tender, including lamps.....	4.1	Gallons.	0.75	3.07
Oil and tallow for cars.....	354	Tons.	1.3	4.60
Repairs of engine & tender.....	190	Miles.	6.5	12.35
Repairs of coal cars.....	354	Tons.	8.1	28.67
Renewals of sundries, ropes, lamps, etc.....	354	Tons.	.6	2.12
Supplying water.....	16	M Galls.	.06	.96
Assistant engines at Falls grade.....	354	Tons.	1.8	6.37
Car couplers and greasers, time keepers, dispatchers, & turning crews.....	354	Tons.	1.6	5.66
Allowance for engines laying over, assistant engines in snow storms, etc., etc.....	354	Tons.	2.6	9.20
Sundry expenses, wages of men, to take place of regular crews off duty from sickness, etc., premiums to crews, and all contingent expenses.....	354	Tons.	1.95	6.90
Equal to 45-84 cents per ton.				162.28

Statement K.—Items of Cost, in detail, of Running Passenger Trains on the Philadelphia and Reading Railroad, for the year ending November 30th, 1847.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Rate.	Am't.
Wages of engineer.....	1	Day.	1.80	\$1.80
" fireman.....	1	"	1.00	1.00
" conductor.....	1	"	1.55	1.55
" assistant conductors.....	1	"	1.25	1.25
Wages of brakemen, (during last 6 months).....	1	"	1.00	.50
Wood for fuel.....	2.8	Cords.	4.10	11.48
Water used.....	3	M Galls.	.06	.18
Oil for engine and tender..	1	Gallon.	.90	.90
Oil for cars.....	1.1	"	.80	.88
Repairs of engines.....	89	Miles.	4.02	3.74
Repairs and refitting cars..			10.12	
Hands at depots.....			2.51	
Sundries for train.....			.91	
Equal to, at 78 through passengers per train, 47-2 cents per passenger.				36.82

Statement L.—Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Railroad, for the year ending November 30th, 1847.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Rate.	Am't.
Wages of engineer.....	1	Day.	2.50	\$2.50
" fireman.....	1	"	1.30	1.30
" conductor.....	1	"	1.35	1.35
" brakemen.....	3	"	1.00	3.00
Wood for fuel.....	3.8	Cords.	4.10	15.58
Oil for engine and tender.....	2	Gallons.	.80	1.60
Oil and grease for cars.....	61	Tons.	.11	.91
Repairs of engine and tender.....	90	Miles.	5.4	4.95
Repairs of cars.....	61	Tons.	7.4	4.57
Depot hands, and other depot expenses.....			19.65	
Water used.....	4	M Galls.	.06	.24

Renewals of sundry articles..... 61 Tons. 3.133
Goods lost, stolen, or damaged, about 1 being for claims previous to present year, not before presented..... 1.93

Equal to, at 61 through tons per train, 55-9 cents per ton.

Statement M.—Cost of hauling over State Road, and of horse power in Broad street, Philadelphia, for year ending November 30th, 1847.

Amount paid State for tolls.....	\$28,303.71
" city corporation for tolls.....	300.00
Cost of hauling cars across Schuylkill bridge.....	1,793.50
Wages of brakemen over State road.....	682.10
" agents in Broad street.....	1,033.00
Repairs of coal cars passing over State road.....	1,933.64
Repairs of passenger cars passing over State road.....	363.29
Repairs of freight cars passing over State road.....	641.92
Cost of engine hauling cars, and arranging trains at junction with State road.....	6,016.30
Cost of horse power, hauling cars in Broad street, Philadelphia.....	8,795.74
Sundry other expenses during year.....	511.65
Total	50,373.86

Statement N.—Points of Supply and Distribution of Coal on the Philadelphia and Reading Railroad, for the year ending November 30th, 1847.

Amount of coal received from various lateral railroads in coal region:

	Tons.
West Branch railroad at Schuyl Haven.....	555,179
Mount Carbon and Port Carbon railroad, at Port Carbon, from Valley and Mill creek railroads.....	494,297
Mount Carbon railroad, at Mount Carbon.....	210,329
Little Schuylkill railroad, at Port Clinton.....	100,893
Total	1,360,691

WHERE DELIVERED; ON LINE OF READING RAILROAD.

Station or turnout.	From Schuyl Haven.	From Port Carbon.	From Mount Carbon.	From Port Clinton.	Total.
Orwigsburg.....	114	38	15		167
Hamburg.....	69	773	199		1,041
Mohrsville.....	48	677	160		1,085
Bet Mohrsville and Reading.....		93	759	417	1,269
Reading.....	6,137	33,070	8,236	131	47,574
Baumstown.....		1,446			1,446
Douglasville.....	1,364	224	88	57	1,733
Pottstown.....	1,525	4,238	621	25	6,409
Royers Ford.....		285			285
Phoenixville.....	10,005	29,374	527	5,972	45,878
Valley Forge.....	1,220	770			1,990
Port Kennedy.....		2,618	4,156		6,774
Norristown.....		5,681	3,014	41	9,061
Lime Kilns.....					
Norristown.....		2,012	19	623	2,654
Conshohocken.....					
Spr. Mill, and Plymouth r.r.....	12,629	25,794	1,777	1,258	41,458
Manayunk.....	3,724	402	831	388	5,345
Falls.....	5,382	1,045	632		7,059
German town.....	2,426	169		1,980	3,575
Nicetown.....	3,508	620		970	5,098
Junct'n w/ State road.....	9,310	717	316		10,343
Philad'a.....	104,540	63,210	19,195	18,595	205,540
Richmond.....	362,767	323,397	177,274	72,563	936,001
Totals	555,179	494,297	210,329	100,893	1,360,691

GEOLOGICAL DISTRIBUTION OF THE ELEMENTS OF THE MINERAL KINGDOM, IN RELATION TO THE USES OF MANKIND.

The theatre of the Westminster Literary and Scientific Institution was unusually well attended on Thursday week, to hear a lecture on this subject by the very Rev. the Dean of Westminster. The chair was taken by the Rev. H. H. Milman, and the lecturer was supported by Dr. Mantell, and many other distinguished visitors. Dr. Buckland, who was most cordially received, commenced his observations, by expressing the gratification he felt at responding to the call of the governors of that institution, to open the present course of lectures. The mass of mankind were ignorant of the materials of which this earth was composed, and of the profitable account to which the mineral elements might be turned. The structure of the earth was of a most marvelous character. It was the perfect workmanship of the Creator himself, and deserving of the study of the highest intelligence. The ancient cosmogonies were of a chimerical nature, and it was not till a short time previous to the present century that this science began to be placed by inductive reasonings on sound principles. His present object was not to consider the geological structure of the earth, or the stores treasured up in the deep foundations of the earth. He would first mention a provision of elementary substances for the creation of water, at the composition of the atmosphere. He briefly described the relative affinities between oxygen and hydrogen, and their uses to mankind. How charcoal entered into the numerous substances of animal and vegetable life—its strange transformations by innumerable natural processes which were constantly going forward, and its benefit to man, was next dwelt upon.

That element, as well as others had a duty to perform, and the duty was performed much better than those which devolved upon mankind. There was another element which entered very largely into human bodies, which was not heard of till about 50 years ago—he meant phosphorus. Would any person conceive that the largest ingredient in cheese was phosphorus? The cheese was made from milk, and from that bone was made, and bones makes the best manure. There was phosphorus, and lime, and iron, present in the blood of every animal; and in every material formed at the creation there was a certain portion of phosphorus and earthy materials. There were now 54 elements, and not four, as they used to be taught at school. The affinities of these elements, their mutual operations and combinations in nature, and how they all concurred for the good of the human race, was dwelt upon at some length, and formed the subject of numerous useful and popular illustrations. Many of these were not visible, and yet their existence could be demonstrated. That taught them a fine moral lesson, and he would affirm that he was not a philosopher who could only believe what he could see. There was a providence in the original creation of these materials.—They were laid up in magazines till they

were wanted, and many of them existed for ages upon ages, before they entered into combination for the use of man. There was an anticipated preparation of elements, which were all wanted to make up the body of man and of the animals and vegetables upon which he subsisted; and the application of these elements in their combinations and transformations, in nature and in civilized life, for the convenience, the enjoyments and the luxuries of man, were almost infinite. The elements were the basis of all civilization.

The question of the metals was a very large one, and he would not enter upon it at that late hour. They were dispersed with that liberality commensurated with the importance of the functions for which they were designed. In the course of his address he had shown them that this collocation of matter was so disposed and arranged, that it afforded the strongest arguments to point out a final cause; and it would enable them to deduce some of the valuable moral results, upon which they had done him the honor to request him to address them that evening. An ample and delightful illustration of many principles of geological science would be found in the museum, Craig's court, Charing cross. There were models of coal fields and illustrations of mineralization, and of the application to the arts of many of the substances of which he had been speaking. These were to be seen every day of the week, except Sunday, for nothing—and he would conclude by saying, that he thought he could not offer them a more attractive invitation than that.—*London Mining Journal.*

LIABILITY OF THE RAILWAY COMPANIES FOR RETURNED PACKAGES.

An action was brought against the South Eastern railway company, at the Southwark county court, on Thursday last to recover £7 5s., the value of 41 empty cement casks, consigned by Messrs. Chalkland, of Tunbridge, to Mr. Wood, cement manufacturer, Rotherhithe, which had been lost owing to alleged negligence of the company's servants. The company, by their regulations, undertook to reconvey empty packages, etc., free of expense, and the original transmission of the cement, and the resending of the empty casks to the station, and their reception by the company's servants have been proved, Mr. Church for the company, submitted that they were not answerable, or accountable, for the loss that had been sustained. They were not in the present case carriers for fee or reward, and could only be considered as bailees of the goods, without reward, and therefore not liable for any loss, or damage; and notices to that effect appeared in their offices at every station. The goods were forwarded to be left till called for, and no charge was made; and therefore, it was clear that the company was not answerable. The notice expressly stated, that they would not be accountable for loss or damage of returned empty packages, nor for any goods left until called for, or to order, or left, or warehoused, for the convenience of the parties to whom they are assigned. The judge said he was clearly of the

opinion, that in this case the company was not liable—they were in the position of bailees without reward, and with notice that they would not be liable—for he held that the plaintiff, knowing the goods were carried free, also knew the other fact: he should therefore give judgment for the defendant.—Judgment entered for the defendant accordingly, with costs.—*London Mining Journal.*

NORWICH CAR FACTORY, NORWICH, CONNECTICUT.

AT the head of navigation on the River Thames, and on the line of the *Norwich and Worcester Railroad*, established for the manufacture of **RAILROAD CARS,**

OF EVERY DESCRIPTION, VIZ: PASSENGER, FREIGHT AND HAND CARS, ALSO, VARIOUS KINDS OF ENGINE TENDERS AND SNOW PLOUGHS, TRUCKS, WHEELS & AXLES

Furnished and fitted at short notice. Orders executed with promptness and despatch.

Any communication addressed to **JAMES D. MOWRY,**

General Agent, Norwich, Conn.,

Will meet with immediate attention. 1y8



THE SUBSCRIBER has on hand a good assortment of his best Leveling and Surveying Instruments, among them his improved Compass for taking angles without the needle—also Bells, suitable for Churches, Railroad Depots, etc. **ANDREW MENEELY.** West Troy, May 12, 1847. 1y21

RAILROAD SCALES.—THE ATTENTION of Railroad Companies is particularly requested to **Ellicott's Scales**, made for weighing loaded cars in trains, or singly, they have been the inventors, and the first to make platform scales in the United States; supposing that an experience of 20 years has given a knowledge and superior advantage in the business.

The levers of our scales are made of wrought iron, all the bearers and fulcrums are made of the best cast steel, laid on blocks of granite, extending across the pit, the upper part of the scale only being made of wood. E. Ellicott has made the largest Railroad Scale in the world, its extreme length was one hundred and twenty feet, capable of weighing ten loaded cars at a single draft. It was put on the Mine Hill and Schoykill Haven Railroad.

We are prepared to make scales of any size to weigh from five pounds to two hundred tons.

ELLICOTT & ABBOTT. Factory, 9th street, near Coates, cor. Melon st. Office, No. 3 North 5th street, Philadelphia, Pa. 1y25

NEW PATENT CAR WHEELS.

THE SUBSCRIBERS ARE NOW MANUFACTURING Metallic Plate Wheels of their invention, which are pronounced by those that have used them, a superior article, and the demand for them has met the most sanguine expectations of the inventors. Being made of a superior quality of Charcoal Iron, they are warranted equal to any manufacture.

We would refer Railroad Companies and others to the following roads that have them in use. Hartford and New Haven, Connecticut River Railroad, Housatonic, Harlem, Farmington, and Stonington. **SIZER & CO.** January 20, 1848. if Springfield, Mass.

TO LOCOMOTIVE AND MARINE ENGINE BOILER BUILDERS. Pascal Iron Works, Philadelphia. Welded Wrought Iron Flues, suitable for Locomotives, Marine and other Steam Engine Boilers, from 2 to 5 inches in diameter. Also Pipes for Gas, Steam and other purposes; extra strong Tube for Hydraulic Presses; Hollow Pistons for Pumps of Steam Engines, etc. Manufacture and for sale by

MORRIS TASKER & MORRIS,
Warehouse S. E. corner 3d and Walnut Sts., Philadelphia.

THE SUBSCRIBER IS PREPARED TO execute at the Trenton Iron Works, orders for Railroad Iron of any required pattern, and warranted equal in every respect in point of quality to the best American or imported Rails. Also on hand and made to order, Bar Iron, Braziers' and Wire Rods, etc., etc.

PETER COOPER 17 Burling Slip.
New York.

IMPORTANT TO ENGINEERS, CONTRACTORS, AND SURVEYORS.—The Engineer's, Contractor's and Surveyor's Pocket Table Book, by J. M. Scribner, A. M., 244 pages, 24 mo; tuck binding, with gilt edge. Published by Huntington & Savage, 216 Pearl street, New York.

The above work comprises Logarithms of Numbers, Logarithmic Sines and Tangents, Natural Sines and Natural Tangents; the Traverse Table, and a full and extensive set of tables, exhibiting at one view the number of cubic yards contained in any embankment or cutting, and for any base or slope of sides usual in practice. Besides these essential tables, the work comprises 50 pages more of Mensuration, Tables, Weights of Iron, Strength of Materials, Formulas, Diagrams, etc., for laying out railroads, canals and curves; much of which has never before been offered to the public, and all dispensable to the engineer. This book will prove a great saving of time, and will enable the new beginner to furnish results as accurately (and with much greater rapidity) as the most experienced in the profession without its aid. The tables of Logarithms, etc., have been carefully corrected and compared with different editions of the same tables; and all the tables throughout the book have been read carefully by proofs four times; hence the most implicit confidence may be placed in their correctness.

Also, *Scribner's Engineer's and Mechanic's Companion*, new edition, 244 pages, enlarged, with 35 pages of entirely new matter, and much improved throughout.

It is believed these books are so well adapted to suit the above professions, that they cannot afford to do without them, and that they will aid in rewarding well directed mental labor.

Both are for sale by all the principal booksellers throughout the United States and Canada.

NOTICE TO RAILROAD CONTRACTORS.
The completion of the Western and Atlantic Railroad of the State of Georgia, from Dalton to Chattanooga on the Tennessee river—38 miles, and a tunnel for a single track, 1400 feet long.

Sealed proposals will be received, until the 20th day of March next, at the Chief Engineer's office, of the Western and Atlantic Railroad in Atlanta, Georgia, for the completion of the grading and masonry, the bridging, superstructure, iron rails and fastenings, single track tunnel 1400 feet long, depots, turn tables, turnouts, pumps and everything else necessary for the reception of the locomotives and cars, on that portion of the Western and Atlantic railroad lying between Dalton and Chattanooga.

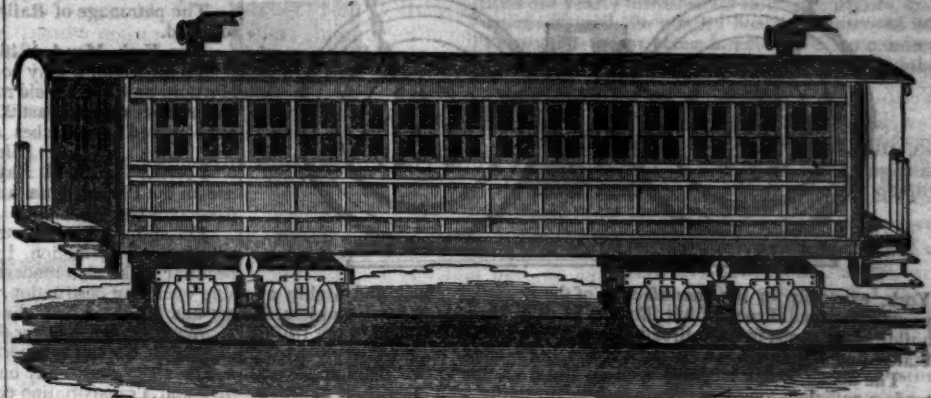
Proposals are invited for detached portions of said work, and also for the whole in one contract, according to the Act of the Legislature, approved the 30th December, 1847.

Plans and specifications can be examined, and detailed information given at the Chief Engineer's office, in Atlanta, on and after the 21st of February next.

GEO. W. TOWNS, Governor.
WM. L. MITCHELL, Chief Engineer.
Atlanta, Ga., January 24, 1848. [716]

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand by
A. & G. RALSTON
Mar. 20th 4 South Front St., Philadelphia.

DAVENPORT & BRIDGES' CAR WORKS, CAMBRIDGEPORT, MASS.



Manufacture to Order, Passenger and Freight Cars of every description, and of the most improved pattern; also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices.

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FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved Spark-Arrester recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger & freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits.

R. L. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, care Messrs. Baldwin & Whitney, of this city or to Hinckley & Drury, Boston, will be promptly executed.

FRENCH & BAIRD.
N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia, Pa., April 6, 1844. [745]

LOCOMOTIVE AND CAR AXLES.

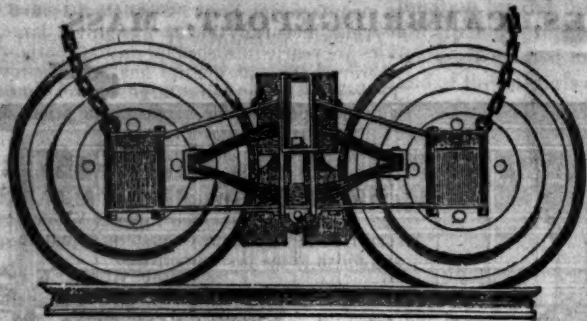
The Subscribers are now prepared to receive orders for the well known and approved Reading Locomotive and Car Axles—drawn to any required pattern from Bloom Iron only. Address

SAM'L KIMBER & CO.,
Willow Street Wharf,
Philadelphia, Pa.

RAILROAD IRON, PIG IRON, ETC.

600 Tons of T Rail 60 lbs. per yard.
25 Tons of 2 1/2 by 1 Flat Bar.
25 Tons of 2 1/2 by 9-16 Flat Bars.
100 Tons No. 1 Cast Iron.
100 Tons Welsh Forge Pigs.
For Sale by **A. & G. RALSTON & CO.**
No. 4 So. Front St., Philadelphia.

RAY'S EQUALIZING RAILWAY TRUCK.—THE SUBSCRIBER having recently formed a business connection in the City of New



York, expressly for the manufacture of the newly patented and highly approved Railroad Truck of Mr. Fowler M. Ray, is ready to receive orders for building the same, from Railroad Companies and Car Builders in the United States, and elsewhere.

The above Truck has now been in use from one to two years on several roads a sufficient length of time to test its durability, and other good qualities, and to satisfy those who have used it, as may be seen by reference to the certificates which follow this notice.

There have been several improvements lately introduced upon the Truck, such as additional springs in the bolster of passenger cars, making them delightful riding cars—adapting it to tenders, trucks forward of the locomotive, and freight cars, which, with its original good qualities, make it in all respects the most desirable truck now offered to the public.

Orders for the above, will, for the present, be executed at the New York Screw Mill, corner 33d street and 3d avenue, (late P. Cooper's rolling mills) and at the Steam Engine Shop of T. F. Secor & Co., foot of 9th street, East

river, (of which firm the subscriber was late a partner) under the immediate supervision of Mr. Ray himself.

Several sets of trucks containing the latest improvements have recently been turned out for the New York and Erie railroad, and the New Jersey Transportation company, which may be seen upon said roads.

The patronage of Railroad Companies and Car Builders is respectfully solicited.

New York, May 4, 1846.

W. H. CALKINS, and Others.

To all whom it may concern:—This is to certify that the New Haven, Hartford and Springfield railroad co., have had in use six sets of F. M. Ray's patent trucks for the last 20 months, during which time it appears to me, they have proved to be the best and most economical truck now in use.

[Signed,]

WILLIAM ROE, Sup't of Power.

I certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Philadelphia and Reading railroad for some time past, under a passenger car.

For simplicity of construction, economy in cost, lightness of material, and extreme ease of motion, I consider it the best truck we have ever used. Its peculiar make also renders it less liable to be thrown off the track, when passing over any obstruction. We intend using it extensively under the passenger and freight cars of the above road.

Reading, Pa., October 6, 1845.

[Signed,] G. A. NICOLL,

Sup't Transportation, etc., Philadelphia and Reading Railroad.

To all whom it may concern:—This is to certify that the N. Jersey Railroad and Transportation company have used Fowler M. Ray's Truck for the last seven months, during which time it has operated to our entire satisfaction. I have no hesitation in saying that it is the simplest and most economical truck now in use.

[Signed,]

T. L. SMITH,

Jersey City, November 4, 1845.

N. Jersey Railroad and Transp. Co.

This is to certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Long Island railroad for the last year, under a freight car. For simplicity of construction, economy in cost, lightness of material and ease of motion, I consider it equal to any truck we have in use.

Long Island Railroad Depot,

[Signed,]

JOHN LEACH,

Jamaica November 13, 1845.

1y19

Sup't Motive Power.

DAY, CROSKY & ROSS,

COMMISSION MERCHANTS,

57 THREADNEEDLE STREET, LONDON.

13 ORCHARD PLACE, SOUTHAMPTON.

SHIPPING & COMMISSION AGENTS

FOR

PASSENGERS, SPECIE, GOODS, PARCELS, etc.

To all parts of the United States, North and South America, West Indies, India, [overland or otherwise,] Constantinople, Egypt, the Mediterranean, the Peninsula, and all parts of France—via Havre.

Agents at Cowes for the Ocean Steam Navigation of New York.

Persons wishing to transact business with Messrs. D. C. & R., will please apply to the subscriber, who will make cash advances on consignments to their address.

July 31—1y

ROBERT GRACIE,

New York.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 3 to 19 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.

Warehouse E. E. Corner of Third & Walnut Streets,

PHILADELPHIA.

MANUFACTURE OF PATENT WIRE

Rope and Cables for Inclined Planes, Standing Ship Rigging, Mines, Cranes, Tillers, etc., by JOHN A. ROEBLING, Civil Engineer, Pittsburgh, Pa.

These Ropes are in successful operation on the planes of the Portage Railroad in Pennsylvania, on the Public Slips, on Ferries and in Mines. The first rope put upon Plane No. 3, Portage Railroad, has now run 4 seasons, and is still in good condition.

92v1 ly

NICOLL'S PATENT SAFETY SWITCH

for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee
G. A. NICOLLS,
Reading, Pa.

LAP-WELDED WROUGHT IRON TUBES

FOR

TUBULAR BOILERS, FROM 1 1/4 TO 6 INCHES DIAMETER, and

ANY LENGTH, NOT EXCEEDING 17 FEET.

These Tubes are of the same quality and manufacture as those so extensively used in England, Scotland, France and Germany, for Locomotive, Marine and other Steam Engine Boilers.

THOMAS PROSSER,

Patente.

28 Platt street, New York

LAWRENCE'S ROSENDALE HYDRAULIC CEMENT.

This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floors and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE, 149 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

32 ly

TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.

The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

N. E. cor. 12th and Market sts., Philad., Pa.

THE NEWCASTLE MANUFACTURING

Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

KEARNEY FIRE BRICK. F. W.

BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, mos. from delivery of brick on board. Refer to

James P. Allaire,

Peter Cooper,

Murdock, Leavitt & Co. } New York.

J. Triplett & Son, Richmond, Va.

J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr. } Philadelphia, Pa.

Colwell & Co. }

J. M. L. & W. H. Scovill, Waterbury, Con.

N. E. Screw Co. } Providence, R. I.

Eagle Screw Co. }

William Parker, Supt. Post and Work. R. R.

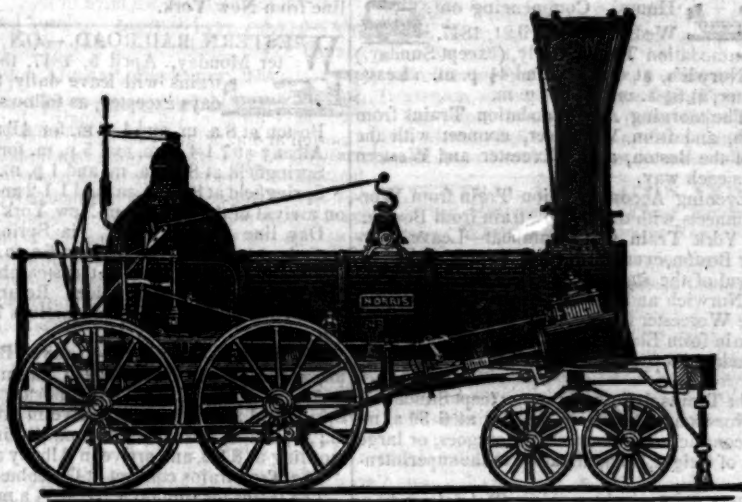
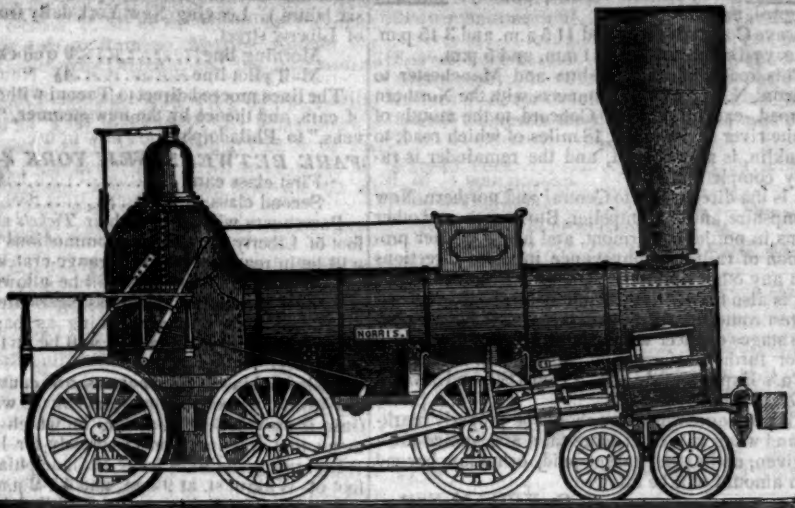
New Jersey Malleable Iron Co., Newark, N. J.

Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly.

35

NORRIS' LOCOMOTIVE WORKS. BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA,



THE UNDERSIGNED Manufacture to order Locomotive Steam Engines of any plan or size.

Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusual advantages for prompt delivery of Machinery of superior workmanship and finish.

Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled Wheels for Cars of superior quality.

Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise.

NORRIS' BROTHERS.

MACHINE WORKS OF ROGERS,
Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
Patterson, N. J., or 60 Wall street, N. York.

PIG AND BLOOM IRON.—THE SUBSCRIBERS are agents for the sale of numerous brands of Charcoal and Anthracite Pig Iron, suitable for Machinery, Railroad Wheels, Chains, Hollowware, etc. Also several brands of the best Puddling Iron, Juniata Blooms suitable for Wire, Boiler Plate, Axe Iron, Shovels, etc. The attention of those engaged in the manufacture of Iron is solicited by

A. WRIGHT & NEPHEW,
Vine St. Wharf, Philadelphia.

T. & C. WASON, Manufacturers of every style of Freight and Baggage Cars.—Forty rods east of the depot, Springfield, Mass.

Running parts in sets complete, Wheels, Axles, or any part of cars furnished and fitted up at short notice and in the best manner.

N.B. Particular attention paid to the manufacture of the most improved Freight Cars. We refer to the New Haven, Hartford and Springfield; Connecticut River; Harlem; Housatonic, and Western, Mass., Railroads, where our cars are now in constant use.

Dec. 25, 1847.—1y.

SPRING STEEL FOR LOCOMOTIVES,
Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required; large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
Albany Iron and Nail Works,

THE SUBSCRIBERS ARE PREPARED TO execute orders at their Phoenix Works for Railroad Iron of any required pattern, equal in quality and finish to the best imported.

REEVES, BUCK & CO.,

Philadelphia.

ROBERT NICHOLS, Agent,
No. 79 Water St., New York.

CHILLED RAILROAD WHEELS.—THE undersigned are now prepared to manufacture their Improved Corrugated Car Wheels, or Wheels with any form of Spokes or Disks, by a new process which prevents all strain on the metal, such as is produced in all other chilled wheels, by the manner of casting and cooling. By this new method of manufacture, the hubs of all kinds of wheels may be made whole—that is, without dividing them into sections—thus rendering the expense of banding unnecessary; and the wheels subjected to this process will be much stronger than those of the same size and weight, when made in the ordinary way.

A. WHITNEY & SON,

Willow St. below 13th,

Nov. 10, 1847. [tf.] Philadelphia, Penna.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Eting, Philadelphia; Wm. E. Coffin & Co. Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York will be punctually attended to.

HENRY BURDEN, Agent

Spikes are kept for sale, at Factory Prices, by & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jarviers, Baltimore; Degrand & Smith, Boston.

••• Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

RAILROAD IRON—800 TONS OF THE latest and most improved pattern of T Rail—weighing about 60 lbs. to the yard, for sale by BOORMAN, JOHNSTON & CO.,
119 Greenwich St., New York.

1m ja 1

CHILLED RAILROAD WHEELS.—THE undersigned, the *Original Inventor* of the *Plate Wheel* with solid hub, is prepared to execute all orders for the same, promptly and faithfully, and solicits a share of the patronage for those kind of wheels which are now so much preferred, and which he originally produced after a large expenditure of time and money.

A. TIERS.
Point Pleasant Foundry.

He also offers to furnish Rolling Mill Castings, and other Mill Gearing, with promptness, having, he believes, the largest stock of such patterns to be found in the country.

Kensington, Philadelphia Co.,
March 12, 1848.

BOSTON AND MAINE RAILROAD.
Upper Route, to Portland and the East.

WINTER ARRANGEMENT.

Commencing October 4, 1847.

PORTLAND TRAINS.

Leave Boston at 7 A.M. and 2½ P.M.
Leave Portland at 7½ A.M. and 3 P.M.

GREAT FALLS TRAIN.

Leave Boston at 3½ P.M.
Leave Great Falls at 6½ A.M.

LAWRENCE TRAINS.

Leave Boston at 7, 11½ a.m., 2½, 3½, 5½ p.m.
Leave Lawrence at 7, 8½, 11 a.m., 3½, 6½ p.m.

HAVERHILL TRAINS.

Leave Boston at 11½ A.M. and 5½ P.M.
Leave Haverhill at 7 A.M. and 3½ P.M.

READING TRAINS.

Leave Boston at 8½ A.M. and 6½ P.M.
Leave Reading at 6:50 A.M. and 1½ P.M.

MEDFORD BRANCH TRAINS.

Leave Boston at 7½ a.m., 12 m., 2½, 4½, 6 p.m.
Leave Medford at 7, 8½, a.m., 1½, 3½, 5 p.m.

The Depot in Boston is on Haymarket Square.
CHAS. MINOT, *Super't.*

NEW YORK & HARLEM RAILROAD CO.—Summer Arrangement.—On and after Tuesday, June 1st, 1847, the cars

will run as follows, until further notice. Up trains will leave the City Hall for—Yorkville, Harlem and Morrisania at 6, 8 and 11 a.m., 2, 2:30, 5 and 7 p.m.

For Morrisania, Fordham, Williams' Bridge, Tuckahoe, Hart's Corner and White Plains, 7 and 10 a.m., 4 and 5:30 p.m.

For White Plains, Pleasantville, Newcastle, Mechanicsville and Croton Falls, 7 a.m. and 4 p.m.

Freight train at 1 p.m.

Returning to New York, will leave—Morrisania and Harlem, 7, 8:20 and 9 a.m., 1, 3, 4:30, 6, 6:20 and 8 p.m.

Fordham, 8:08 and 9:15 a.m., 1:20 and 6:15 p.m.

Williams Bridge, 8 and 9:08 a.m., 1:10, 6:08 p.m.

Tuckahoe, 7:38 and 8:25 a.m., 12:55 and 5:52 p.m.

White Plains, 7:10 and 8:35 a.m., 12:50, 5:35 p.m.

Pleasantville, 8:15 a.m. and 5:15 p.m.

Newcastle, 8 a.m. and 5 p.m.

Mechanicsville, 7:18 a.m. and 4:48 p.m.

Croton Falls, 7:30 a.m. and 4:30 p.m. Freight train at 10 a.m.

Freight train will leave 32d street for Croton Falls and intermediate places, 4 a.m. and City Hall 1 p.m.

Returning, leave Croton Falls 10 a.m. and 9½ p.m.

ON SUNDAYS, the trains will run as follows: Leave City Hall for Croton Falls, 7 a.m., 4 p.m.

Croton Falls for City Hall, 7:30 a.m., 4:30 p.m.

Leave City Hall for White Plains and intermediate places, 7 and 10 a.m., 4 and 5:30 p.m.

White Plains for City Hall, 7:10 and 8:35 a.m., 12:30 and 5:35 p.m.

Extra trains will be run to Harlem, Fordham and Williams Bridge on Sunday, when the weather is fine.

The trains to and from Croton Falls will not stop on N. York island, except at Broome st. and 32d st.

A car will precede each train 10 minutes to take up passengers in the city.

Fare from New York to Croton Falls and Somers \$1, to Mechanicsville 87c, to Newcastle 75c, to Pleasantville 62c, to White Plains 50c.

CONCORD RAILROAD.—PASSENGER Trains in connection with the Lowell & Nashua Railroads, run daily between Concord and Boston, Sundays excepted, as follows, viz:

Leave Concord at 5:40 and 11:5 a.m. and 3:15 p.m.
Leave Boston at 7 and 11 a.m. and 5 p.m.

This road runs by Nashua and Manchester to Concord N. H., where it connects with the Northern railroad, extending from Concord to the mouth of White river in Vermont, 18 miles of which road, to Franklin, is now opened, and the remainder is rapidly completing.

It is the direct route to Central and northern New Hampshire, and to Montpelier, Burlington, and other towns in northern Vermont, and has a greater proportion of railroad conveyance in those directions than any other line.

It is also the British Steam Mail Line, and the nearest route from Boston to the Canadas. Numerous stages connect with all parts of the road.

For further information, apply at B. P. Cheney & Co.'s Express office, No. 8 Court St., and Averill & Dean, No. 15 Elm St.

All passengers' baggage should be properly marked, and when valued at more than \$50, notice must be given, and extra charges paid, or no loss beyond such amount will be allowed.

26tf N. G. UPHAM, Supt.

NORWICH AND WORCESTER RAILROAD. Summer Arrangement. Change of Hours. Commencing on

Wednesday, April 21, 1847.

Accommodation Trains, daily, (except Sunday.) Leave Norwich, at 6 a.m., and 4½ p.m. Leave Worcester, at 8½ a.m., and 4½ p.m.

The morning Accommodation Trains from Norwich, and from Worcester, connect with the trains of the Boston, and Worcester and Western railroads each way.

The Evening Accommodation Train from Worcester connects with the 2½ p.m. train from Boston.

New York Train via Steamboat—Leave Norwich for Boston, every morning, except Monday, on the arrival of the steamboat from New York, stopping at Norwich and Danielsonville.

Leave Worcester for New York, upon the arrival of the train from Boston, at about 6½ p.m., daily, except Sunday, stopping at Danielsonville and Norwich.

Freight Trains daily each way, except Sunday. Leave Norwich at 7, and Worcester at 6:30 a.m.

Special contracts will be made for cargoes, or large quantities of freight, on application to the superintendent.

Fares are Less when paid for Tickets than when paid in the Cars.

321v J. W. STOWELL, Sup't.

LONG ISLAND RAILROAD COMPANY. Summer Arrangement. On and after Monday May 1st, trains will run as follows, except Sundays:

Leave—Brooklyn at 9:1-2 a.m. for Farmingdale, 1:1-2 p.m. for Greenport, at 4 p.m. for Farmingdale.

Leave Farmingdale at 7 a.m. for Brooklyn, 12 m. do., at 3:14 do. do.

Leave Greenport at 8:1-2 a.m. for Brooklyn.

Leave Jamaica at 8 a.m. for Brooklyn, at 1 p.m. do., at 4½ p.m. do.

On Saturdays, a train will leave Brooklyn for Yaphank, at 4 p.m. Leave Yaphank, on Mondays for Brooklyn at 5:1-2 a.m.

On and after May 15th, and until September 1st, 1847, a train will leave Jamaica at 7 a.m. for Brooklyn—leave Brooklyn at 6 p.m. for Jamaica, and will land and receive passengers at any place between Brooklyn and Jamaica.

On Sundays—leave Brooklyn at 8:1-2 a.m. for Farmingdale; leave Farmingdale at 4 p.m. for Brooklyn.

Freight Trains—leave Brooklyn at 10 a.m. for Greenport; leave Greenport at 12 m. for Brooklyn.

Baggage crates will be in readiness at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

The steamer "Statesman," Captain Nash, leaves Greenport for Sag Harbor on the arrival of the Accommodation train from Brooklyn.

DAVID S. IVES Sup't.

NEW YORK AND PHILADELPHIA RAILROAD—direct. Via Newark, New Brunswick, Princeton, Trenton, and Bristol. (Through in six hours.) Leaving New York daily from the foot of Liberty street.

Morning line.....9 o'clock a.m.
Mail pilot line.....4½ " p.m.

The lines proceed direct to Tacony without change of cars, and thence by the new steamer, "John Stevens," to Philadelphia.

FARE BETWEEN NEW YORK & PHILA.

First class cars.....\$4 00
Second class cars.....3 00

Passengers will procure their Tickets at the office foot of Liberty st., where a commodious steamboat will be in readiness with Baggage-crates on board.

Fifty pounds of baggage will be allowed to each passenger in this line, and passengers are expressly prohibited from taking anything as baggage but their wearing apparel, which will be at the risk of the owner.

Philadelphia Baggage-crates are conveyed from city to city, without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for ladies' use.

Returning, the lines leave Philadelphia from the foot of Walnut st. at 9 a.m., and 4:1-2 p.m.

The lines for Baltimore leave Philadelphia daily, except Sundays, at 8½ a. m., and 4 p. m., and Sundays only at 4 p.m.—being a continuation of the line from New York.

25tf

WESTERN RAILROAD.—ON AND AFTER Monday, April 5, 1847, the passenger trains will leave daily, Sundays excepted, as follows:

Boston at 8 a. m., and 4 p. m. for Albany.

Albany at 7:1-4 a. m. and 5 p. m. for Boston.

Springfield at 8:1-2 a. m. and 1 p. m. for Albany.

Springfield at 8:1-2 a. m. and 1:1-2 and 3 p. m. (or on arrival of the train from New York) for Boston.

Day line to New York, via Springfield.—The steamboat train leaves Boston at 6 a.m., and arrives in New York at 7 p.m., by the steamboats Traveler, New York, or Champion. Returning, leaves New York at 6:1-4 a.m., and arrives in Boston at 7 p.m.

Night line to New York.—Leaves Boston at 4 p.m., and arrives in New York at 5 a.m.

Albany and Troy.—Leave Boston at 8 a. m., Springfield at 1 p. m., and arrive in Albany at 6 p. m.; or, leave Boston at 4 p.m., Springfield next morning at 8:1-2, and arrive in Albany at 1:1-2 p.m.

The Troy trains connect at Greenbush.

The trains for Buffalo leave at 7½ a.m. and 7 p.m.

For Northampton, Greenfield, etc.—The trains of the Connecticut River Railroad leave Springfield at 8:1-4 a.m., 1 and 3 p.m., and passengers proceed directly on to Brattleboro', Windsor, Bellows Falls, Walpole, Hanover, Haverhill, etc.

For Hartford.—The trains leave Springfield on the arrival of the trains from Boston.

The trains of Pittsfield and North Adams Railroad leave Pittsfield on the arrival of the trains from Boston.

N. B.—No responsibility assumed for any baggage by the passenger trains, except for wearing apparel not exceeding the value of fifty dollars, unless by special agreement.

JAMES BARNES, Sup't and Eng'r.

C. A. SEAD, Agent, 27 State street, Boston.

BOSTON AND PROVIDENCE RAILROAD. Passenger Notice. Summer Arrangement. On and after Monday, April 5, 1847, the Passenger Trains will run as follows:

Steamboat train via Stonington—Leaves Boston every day, except Sunday, at 5 o'clock p.m.

Accommodation Trains—leave Boston at 7 and 10½ a.m. and 4 p.m., and Providence at 7½ and 10½ a.m. and 4½ p.m.

Dedham trains, leave Boston at 8 a.m., 12½, 3½, 6½ and 9 p.m., Leave Dedham at 7 and 9½ a.m. and 2½, 5½ and 8 p.m.

Stoughton trains, leave Boston at 11½ a.m. and 1 p.m. Leave Stoughton at 7:10 a.m. and 3 p.m.

All baggage at the risk of the owners thereof.

W. RAYMOND LEE, Sup't.

NEW YORK AND ERIE RAILROAD LINE SUMMER ARRANGEMENT.

For passengers, twice each way daily, (except Sunday,) leave New York from the foot of Duane St. at 7 o'clock, A. M. and at 4 o'clock, P. M. by steamboat, for Piermont, thence by cars to Ramapo, Monroe, Chester, Goshen, Middletown, Otisville, and the intermediate stations.

The return trains for New York will leave Otisville at 6 30, A. M. and 4 15, P. M.; Middletown at 7 A. M. and 4 40, P. M.; Goshen at 7 30, A. M. and 5 3, P. M.; Chester at 7 35, A. M. and 5 18, P. M.

Fare between New York and Otisville, \$1 50; way-fare in proportion.

For Mail—Leave Otisville at 5 1/2 o'clock, morning and evening.

For Freight—The barges "Samuel Marsh" and "Henry Suydam, Jr." will leave New York (from the foot of Duane St.) at 5 o'clock, P. M. daily (except Sundays.)

No freight will be received in New York after 5 o'clock, P. M.

Freight for New York will be taken by the trains leaving Otisville at 10 1/2 o'clock, A. M.; Middletown at 11 1/2, A. M.; Goshen at 12 1/2, P. M.; Chester at 1 o'clock, P. M., etc., etc.

For further particulars, apply to J. F. CLARKSON, Agent, corner of Duane and West Sts., New York, or to S. S. POST, Superintendent Transportation, Piermont.

24th H. C. SEYMOUR, Sup't.

LITTLE MIAMI RAILROAD COMPANY.

Fall and Winter Arrangement, 1847. On and after Monday, September 20th, until further notice, a Passenger train will run as follows:

Leave Cincinnati daily at 9 A. M., for Milford, Foster's Crossing, Deerfield, Morrow, Fort Ancient, Freeport, Waynesville, Spring Valley, Xenia, Yellow Springs, and Springfield. Returning, will leave Springfield at 4 1/2 a.m. Upward train arrives at Cincinnati at 10 1/2 a.m.

Freight trains will run each way daily.

Messrs. Neil, Moore & Co. are running the following stage lines in connection with the road:

A daily line from Xenia to Columbus and Wheeling, carrying the great Eastern mail.

Daily lines from Springfield to Columbus, Zanesville and Wheeling. Also to Urbana and Bellefontaine.

A line of Hacks runs daily in connection with the train between Deerfield and Lebanon.

Passengers leaving for New York and Boston, arrive at Sandusky city, via Urbana, Bellefontaine & the Mad River and Lake Erie railroad, in 27 hours, including several hours' sleep at Bellefontaine. To the same point via Columbus, Delaware, Mansfield and the Mansfield and Sandusky city railroad, is 32 hours. Distance from Cincinnati to Springfield by railroad.....84 miles.

From Springfield to Bellefontaine by stage, over a good Summer road.....32 "

From Bellefontaine to Sandusky city by railroad.....102 "

FARE—From Cincinnati to Lebanon.....\$1 00

" " " Xenia.....1 50

" " " Springfield.....2 00

" " " Columbus.....4 00

" " " Sandusky city 7 00

The Passenger trains runs in connection with Strader & Gorman's line of Mail Packets to Louisville.

Tickets can be procured at the Broadway Hotel, Dennison House, or at the Depot of the Company on East Front street.

Further information and through tickets for the Stage lines, may be procured at P. Campbell, Agent on Front street, near Broadway.

The company will not be responsible for baggage beyond 50 dollars in value, unless the same is returned to the conductor or agent, and freight paid at of a passage for every \$500 in value over that amount.

W. H. CLEMENT, Sup't.

BALTIMORE AND SUSQUEHANNA RAILROAD.—Reduction of Fare. Morning and Afternoon Trains between Balti-

more and York.—The Passenger trains run daily, except Sunday, as follows:

Leaves Baltimore at.....9 a.m. and 3 1/2 p.m.
Arrives at.....9 a.m. and 6 1/2 p.m.
Leaves York at.....5 a.m. and 3 p.m.
Arrives at.....12 1/2 p.m. and 8 p.m.
Leaves York for Columbia at.....1 1/2 p.m. and 8 a.m.
Leaves Columbia for York at.....8 a.m. and 2 p.m.

Fare to York.....\$1 50
" Wrightsville.....2 00
" Columbia.....2 12 1/2

Way points in proportion.

PITTSBURG, GETTYSBURG AND HARRISBURG.

Through tickets to Pittsburg via stage to Harrisburg.....\$9

Or via Lancaster by railroad.....10

Through tickets to Harrisburg or Gettysburg.....3

In connection with the afternoon train at 3 1/2 o'clock, a horse car is run to Green Spring and Owings' Mill, arriving at the Mills at.....5 1/2 p.m.

Returning, leaves Owings' Mills at.....7 a.m.

D. C. H. BORDLEY, Sup't.
Ticket Office, 63 North st.

LEXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1 25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

CENTRAL AND MACON AND WESTERN RAILROADS, Ga.—These Roads with the Western and Atlantic Railroad

of the State of Georgia, form a continuous line from Savannah to Oothcaloga, Ga., of 371 miles, viz:

Savannah to Macon—Central Railroad.....190 Miles.

Macon to Atlanta—Macon and Western.....101

Atlanta to Oothcaloga—Western and Atlantic.....80

Goods will be carried from Savannah to Atlanta and Oothcaloga, at the following rates, viz:

On Weight Goods—Sugar, Coffee, Liquor, Bagging, Rope, Butter, Cheese, Tobacco, Leather, Hides, Cotton Yarns, Copper, Tin, Bar & Sheet Iron, Hollow Ware & Castings.....\$0 50

Flour, Rice, Bacon in Casks or boxes, Pork, Beef, Fish, Lard, Tallow, Beeswax, Mill Gearing, Pig Iron and Grind Stones.....0 50

On Measurement Goods—Boxes of Hats, Bonnets and Furniture, per cubic foot.....0 20

Boxes and Bales of Dry Goods, Saddlery, Glass, Paints, Drugs and Confectionary, per cubic foot.....0 20 pr. 100 lbs. 35

Crockery, per cubic foot.....0 15 " 35

Molasses and Oil, per hhd., (smaller casks in proportion).....9 00

Ploughs, (large,) Cultivators, Corn Shellers, and Straw Cutters, each.....1 25

Ploughs, (small,) and Wheelbarrows.....0 80

Salt, per Liverpool Sack.....0 70

Passage—Savannah to Atlanta, \$10; Children, under 10 years of age, half price, Savannah to Macon, \$7.

Goods consigned to the subscriber will be forwarded free of Commissions.

Freight may be paid at Savannah, Atlanta or Oothcaloga.

F. WINTER, Forwarding Agent, C. R. R.

Savannah, Aug. 15th, 1846.

BALTIMORE AND OHIO RAILROAD. MAIN STEM. The Train carrying the

Great Western Mail leaves Baltimore every morning at 7 1/2 and

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pitsburgh. Time of arrival at both Cumberland and Baltimore 5 1/2 P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 1/2 P. M. from Washington, connecting daily with the lines North, South and West at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.

CENTRAL RAILROAD-FROM SAVANNAH to Macon. Distance 190 miles.

This Road is open for the transportation of Passengers and Freight. Rates of Passage, \$8 00. Freight—On weight goods generally.....50 cts. per hundred. On measurement goods.....13 cts. per cubic ft. On brls. wet (except molasses and oil).....\$1 50 per barrel. On brls. dry (except lime).....80 cts. per barrel. On iron in pigs or bars, castings for mills, and unboxed machinery.....40 cts. per hundred. On hhd. and pipes of liquor, not over 120 gallons.....\$5 00 per hhd. On molasses and oil.....\$6 00 per hhd. Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE, y40 Gen'l. Sup't. Transportation.

SOUTH CAROLINA RAILROAD.—A Passenger Train runs daily from Charleston, on the arrival of the boats from

Wilmington, N. C., in connection with trains on the Georgia, and Western and Atlantic Railroads—and by stage lines and steamers connects with the Montgomery and West Point, and the Tusculum Railroad in N. Alabama.

Fare through from Charleston to Montgomery daily.....\$26 50

Fare through from Charleston to Huntsville, Decatur and Tusculum.....23 00

The South Carolina Railroad Co. engage to receive merchandise consigned to their order, and to forward the same to any point on their road; and to the different stations on the Georgia and Western and Atlantic railroad; and to Montgomery, Ala., by the West Point and Montgomery Railroad.

JOHN KING, Jr. Agent.

GREAT SOUTHERN MAIL LINE, VIA

Washington city, Richmond, Petersburg, Weldon and Charleston, S. C., direct to New Orleans. The only Line which carries the Great Southern Mail, and Twenty-four Hours in advance of Bay Line, leaving Baltimore same day.

Passengers leaving New York at 4 1/2 P. M., Philadelphia at 10 P. M., and Baltimore at 6 1/2 A. M., proceed without delay at any point, by this line, reaching Richmond in eleven, Petersburg in thirteen and a half hours, and Charleston, S. C., in two days from Baltimore.

Fare from Baltimore to Charleston.....\$31 00

" " " Richmond.....6 60

For Tickets, or further information, apply at the Southern Ticket Office, adjoining the Washington Railroad Office, Pratt street, Baltimore, to

STOCTON & FALLS, Agents.

PHILADELPHIA AND READING RAILROAD.—Passenger Train Arrangement for 1848.

A Passenger Train will leave Philadelphia and Pottsville daily, except Sundays, at 9 o'clock A. M.

The Train from Philadelphia arrives at Reading at 12 18 M.

The Train from Pottsville arrives at Reading at 10 43 A. M.

Fares.	Miles.	No. 1.	No. 2.
Between Phila. and Pottsville, 92		\$3.50 and \$3.00	
Reading, 59		2.25 and 1.90	
Pottsville, 34		1.40 and 1.20	

Five minutes allowed at Reading; and three at other way stations.

Passenger Depot in Philadelphia corner of Broad and Vine streets. 81

GEORGIA RAILROAD. FROM AUGUSTA TO ATLANTA—171 MILES. AND WESTERN AND ATLANTIC RAILROAD FROM ATLANTA TO DALTON, 100 MILES.

This Road in connection with the South Carolina Railroad and Western and Atlantic Railroad now forms a continuous line, 408 miles in length, from Charleston to Dalton (Cross Plains) in Murray county, Ga.—32 miles from Chattanooga, Tenn.

RATES OF FREIGHT.

	Between Augusta and Dalton, 271 miles.	Between Charleston and Dalton, 408 miles.
1st class. Boxes of Hats, Bonnets, and Furniture, per cubic foot.....	\$0 18	\$0 28
2d class. Boxes and Bales of Dry Goods, Sadlery, Glass, Paints, Drugs and Confectionary, per 100 lbs.	1 00	1 50
3d class. Sugar, Coffee, Liquor, Bagging, Rope, Cotton Yarns, Tobacco, Leather, Hides, Copper, Tin, Feathers, Sheet Iron, Hollow Ware, Castings, Crockery, etc.	0 60	0 85
4th class. Flour, Rice, Bacon, Pork, Beef, Fish, Lard, Tallow, Beeswax, Bar Iron, Ginseng, Mill Gearing, Pig Iron, and Grindstones, etc.....	0 40	0 65
Cotton, per 100 lbs.....	0 45	0 70
Molasses, per hogshead.	8 50	13 50
" " barrel.....	2 50	4 25
Salt per bushel.....	0 18	
Salt per Liverpool sack..	0 65	
Ploughs, Corn Shellers, Cultivators, Straw Cutters, Wheelbarrows...	0 75	1 50

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at station.

F. C. ARMS, Supt. of Transportation.
Augusta, Ga., July 15, 1847. 44*1y

THE WESTERN AND ATLANTIC Railroad.—This Road is now in operation to Oothcaloga, a distance of 80 miles, and connects daily (Sundays excepted) with the Georgia Railroad.

From Kingston, on this road, there is a tri-weekly line of stages, which leave on the arrival of the cars on Tuesday, Thursday and Saturday, for Warren, Huntsville, Decatur and Tusculumbia, Alabama, and Memphis, Tennessee.

On the same days, the stages leave Oothcaloga for Chattanooga, Jasper, Murfreesborough, Knoxville and Nashville, Tennessee.

This is the most expeditious route from the east to any of these places.

CHAS. F. M. GARNETT, Chief Engineer.
Atlanta, Georgia, April 16th, 1846. 1y1

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.—1848.

SUMMER ARRANGEMENT.

United States Mail Lines between Philadelphia and Baltimore. Fare, \$5.

On and after Monday, April 3d, the Mail Lines between Philadelphia and Baltimore will run as follows, viz:

MORNING LINE.

Per Philadelphia, Wilmington and Baltimore Railroad, via Chester, Wilmington, Newark, Elkton, Havre de Grace, etc., will leave Philadelphia, from Depot, 11th and Market streets, daily (except Sunday) at 8 A. M., and Baltimore from Depot, Pratt street, at 9 o'clock, A. M.

A Second Class Car will be run with the morning line. Fare, \$3.

Tickets must positively be procured at the Office for this car, as none will be sold by the conductors.

AFTERNOON LINE.

Via Newcastle and Frenchtown, will leave Philadelphia, from Dock Street Wharf, per Steamboat Robert Morris, daily (except Sunday) at 2 P. M., and Baltimore, from Bowly's Wharf, at 2 P. M.—

Supper provided on board the boat.

NIGHT LINE.

Per Philadelphia, Wilmington and Baltimore Railroad, will leave Philadelphia, from depot, 11th and Market streets, daily, at 11 P. M., and Baltimore at 8 P. M.

WHEELING AND PITTSBURG.

Tickets through to Wheeling or Pittsburg, can be procured at the depot, or on board of the steamboat. Fare to Wheeling, \$13. Fare to Pittsburg, \$12.

The trains leave Baltimore for the west at 7 A. M. and 4 P. M.

SUNDAY MAIL LINE.

The only line for Baltimore on Sunday leaves the depot, 11th and Market streets, at 10 P. M.

Passengers for these lines must procure their Tickets at the office before taking their seats in the cars.

NOTICE.—All Baggage by these lines is at its owner's risk, and passengers are expressly prohibited taking anything as baggage, except their wearing apparel. 50 lbs. baggage allowed each passenger.

WILMINGTON ACCOMMODATION TRAINS.

On and after Monday, April 3d, the Accommodation Trains, stopping at all the intermediate places between Philadelphia and Wilmington, will leave as follows, viz:

Leave Philadelphia, from depot 11th and Market streets, daily (Sundays excepted) at 1 P. M. and 4 P. M.

Leave Wilmington, from the depot, Water street, daily (except Sunday) at 7 A. M. and 4 P. M.

The Freight Accommodation Train will leave Philadelphia at 7 P. M. and Wilmington at 7 P. M.

The Mail Trains stopping at Chester and Wilmington, leave Philadelphia at 8 A. M. and 10 P. M.

Wilmington at 1 o'clock, P. M., and 12 midnight.

Fare to Wilmington, 50 cts. Fare to Chester, 25 cts.

G. H. HUDDALL, Agent.

March 23, 1848. 1y15

NOTICE.

RAILROAD LINE BETWEEN ALBANY AND BUFFALO, N. Y.

1848.—SCHEDULE FOR RUNNING.—1848.

Going west.	1st train.	2d train.	3d train.
Leaves.... Albany.....	7 A. M.	2 P. M.	7 P. M.
Pass..... Utica.....	1 P. M.	7 P. M.	1 A. M.
Pass..... Syracuse.....	4 P. M.	11 P. M.	5 A. M.
Pass..... Auburn.....	6 P. M.	1 A. M.	7 A. M.
Pass..... Rochester.....	12 M. N.	7 A. M.	1 P. M.
Arrives at Buffalo.....	5 A. M.	12 M. N.	6 P. M.
Going east.	1st train.	2d train.	3d train.
Leaves.... Buffalo.....	7 A. M.	2 P. M.	7 P. M.
Pass..... Rochester.....	12 M. N.	7 P. M.	12 M. N.
Pass..... Auburn.....	6 P. M.	1 A. M.	6 A. M.
Pass..... Syracuse.....	8 P. M.	3 A. M.	8 A. M.
Pass..... Utica.....	12 M. N.	7 A. M.	11 A. M.
Arrives at Albany.....	5 A. M.	12 M. N.	4 P. M.

Adopted February 18, 1848, in convention at Albany. (Copy) T. Y. Howe, Jr., Secretary of the Convention.

DEAN, PACKARD & MILLS,

MANUFACTURERS OF ALL KINDS OF

RAILROAD CARS,

SUCH AS

PASSENGER, FREIGHT AND CRANK CARS,

— ALSO —

SNOW PLOUGHS AND ENGINE TENDERS

OF VARIOUS KINDS.

CAR WHEELS and AXLES fitted and furnished at short notice; also, STEEL SPRINGS of various kinds; and

SHAFTING FOR FACTORIES.

The above may be had at order at our Car Factory,

REUEL DEAN, ELIJAH PACKARD, ISAAC MILLS, } SPRINGFIELD, MASS. 1y48

LAP-WELDED WROUGHT IRON TUBES

for Tubular Boilers, from 14 to 15 inches diameter, and any length not exceeding 17 feet—manufactured by the Caledonian Tube Company, Glasgow, and for sale by

IRVING VAN WART,

12 Platt street, New York.

JOB CUTLER, Patentes.

These Tubes are extensively used by the British Government, and by the principal Engineers and Steam Marine and Railway Companies in the Kingdom. 281

ENGINEERS' AND SURVEYERS' INSTRUMENTS MADE BY

EDMUND DRAPER,

Surviving partner of

STANCLIFFE & DRAPER.



No 23 Pear street, below Walnut, 1y10 near Third, Philadelphia.

AMERICAN RAILROAD JOURNAL.

OFFICE AT THE FRANKLIN HOUSE,

105 Chestnut Street,

PHILADELPHIA, PA.

This is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

TERMS.—Five Dollars a year, in advance.

RATES OF ADVERTISING.

One page per annum.....	\$125 00
One column ".....	50 00
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One page per month.....	20 00
One column ".....	8 00
One square ".....	2 50
One page, single insertion.....	8 00
One column ".....	3 00
One square ".....	1 00
Professional notices per annum.....	5

LETTERS and COMMUNICATIONS for this Journal may be directed to the Editor,

D. K. MINOR.